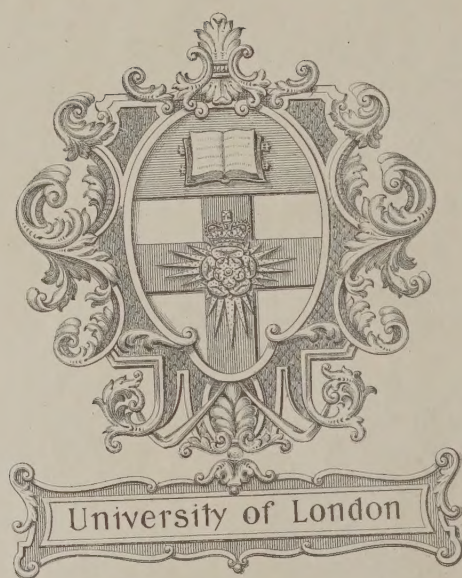






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ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

— (22.) —

POOR (IRELAND); RAILWAYS.

Session

4 February — 29 July 1864.

V O L. LIII.

1864.

ACCOUNTS AND PAPERS:

1864.

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CLIFDEN UNION.

RETURN to an Order of the Honourable The House of Commons,
dated 19 July 1864;—for,

COPY “of the CORRESPONDENCE between the IRISH POOR LAW COMMISSIONERS
and the CLIFDEN DISPENSARY COMMITTEE, Dr. *Croker King*, the Rev. *John O'Malley*, and Dr. *Suffield*, with reference to the CHARGES against the
MEDICAL OFFICERS of the UNION.”

Poor Law Commission Office, }
Dublin, 26 July 1864. }

B. BANKS,
Chief Clerk.

(*Mr. Hennessy.*)

Ordered, by The House of Commons, to be Printed,
29 July 1864.

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No. 1.

(No. 6171—1864.—Clifden Union.)

LETTER from the Rev. *John O'Malley* to the Commissioners.

Ballinakill, Clifden, Connemara,
23 March 1864.

Gentlemen,

I BEG respectfully to bring under your notice the conduct of Dr. Suffield, medical officer of the Clifden Workhouse and of the Clifden District Dispensary, relative to the recent election of a guardian for the Rinvyle Electoral Division.

I beg to state that Dr. Suffield left Clifden on Thursday, the 17th of March instant, and proceeded a distance of 12 miles to the townland of Mulloyhglass, in the Rinvyle Electoral Division; that he went to the house of one Michael Sullivan, in said townland, bringing with him two letters from Mr. Martin O'Flaherty, agent on the Wilberforce estates in Connemara; that he sent from the house of Sullivan a messenger, named John Faherty, son of Cormack Faherty, for James Donnellan, bailiff on the Wilberforce property in Rinvyle; that he there gave him the letter addressed to the bailiff himself; that this occurred about eight o'clock p.m., after dark, at a distance of 12 miles from Clifden; that Dr. Suffield, accompanied by Rev. Mr. Fleming, clerk, also went to the house of one Thomas Joyce, of Gurteenclough, and showed him the two letters, copies of which I beg to lay before you:—

"My dear Doctor,

"I enclose order to bailiff to support Mr. Shea.

"Lydican, 16 March 1864.

"Yours &c.

"*M. F. O'Flaherty.*"

"J. H. Suffield, Esq., M.D."

"Lydican, Clare, Galway,
16 March 1864.

"I hereby require you, on receipt of this, to go to every tenant on the Kylemore estate in Rinvyle Electoral Division who has a vote, and to caution him against voting for any party as proposed guardian for said division, except Mr. Shea. You will tell them that any party refusing to obey this order will get no kind of encouragement from me, and that I will take no possible excuse, no matter what influence may be brought to act on them from any other party.

"*M. F. O'Flaherty.*"

"To James Donnellan, Bailiff on Kylemore Estate."

That Dr. Suffield thence proceeded to the house of Rev. Mr. Fleming, at Tully, where he passed the night; that on the following day, Friday, he was from nine o'clock a.m. up to evening canvassing the votes in company with Mr. Shea, one of the candidates, and with Mr. H. C. Smyth, Mr. Burke, Rev. Mr. Fleming, &c. That on the evening of Friday, about eight o'clock p.m., he returned to Clifden; that he did also on Thursday 17th, conspire with Mr. Shea to send the bailiff, Stephen Daley, in their name and by their authority, to the townland of Currywongan, on Mr. Wilberforce's property, to the house of one James Cauley; that they sent and authorised said Stephen Daley to promise and agree with the

said James Cauley, and four other voters, namely, Rodger Coyne, Michael Thornton, Thomas Thornton, and Peter Hallinan; that said Mr. Shea and Dr. Suffield would, in consideration of their voting for Mr. Shea, as guardian, give those five voters the same right and title to carry off sea-weed from the Blake property (over which Mr. Shea is agent), as the tenants on the property enjoyed, viz., to carry it off gratis; that previous to last November, said five voters of Currywongan were in the habit of carrying off sea-weed at the following rates, viz., 10 s. for every cart (during the season), 5 s. for every horse and baskets, and 2 s. 6 d. for every ass; that about last November said five voters of Currywongan were noticed by Mr. Shea not to take away any more seaweed for the future, and that accordingly they ceased taking it. That on the 17th instant Stephen Daley, bailiff, came by authority of Mr. Shea and Dr. Suffield to make the promise already mentioned, in consideration of their voting for Mr. Shea as guardian at the recent election; that by virtue of this agreement the said five voters did vote for Mr. Shea.

These, gentlemen, are the facts, as far as I will be prepared to substantiate them through the sworn testimony of James Cauley, Rodger Coyne, Peter Hallinan and the others; and it will be for you, gentlemen, to determine whether it is a case of bribery.

In relation to Dr. Suffield's absence, I may mention that Thursday is one of the two days in the week for his attendance at the District Dispensary, and that he did not attend there on that day, at least within the prescribed hours. Again, he is required to attend the Workhouse Hospital daily, not later than 12 o'clock, and it was just 8.30 p.m. when he visited on Friday. The doctor had not the permission of the Board to be absent, neither did he appoint a substitute.

These, gentlemen, are the facts of my complaint, and without venturing a single comment on them, I leave the matter altogether to your impartial consideration. Awaiting the favour of a reply at your earliest convenience,

I have, &c.
(signed) *John O'Malley, c.c.*

To the Poor Law Commissioners.

No. 2.

(No. 6170—1864.)

LETTER from the Rev. *John O'Malley* to the Commissioners.

Clifden, County Galway,
23 March 1864.

Gentlemen,

SINCE posting my letter I have just now ascertained that on Thursday morning a red ticket was issued for Dr. Suffield, to visit a poor man named Dempsey, of Streamstown. The ticket was tendered to the doctor by Larry King, of Streamstown, and the doctor refused even to look at it as he was then about setting out for Rinvyle. Dempsey died the following morning, Friday, whilst the doctor was canvassing at Rinvyle.

I am, &c.
(signed) *John O'Malley, c.c.*

To the Poor Law Commissioners.

No. 3.

(No. 6171—1864.)

LETTER from the Commissioners to Dr. *Suffield*, enclosing Copies of Nos. 1 and 2.

Poor Law Commission Office,
Dublin, 24 March 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland transmit to you the accompanying copies of two communications, which they have received from the Rev. John O'Malley, R.C.C., of Clifden, complaining of your conduct in regard to the election of a guardian for the Rinvyle Electoral

Electoral Division of Clifden Union, and the Commissioners request that you will furnish them with your immediate observations and explanation as to the statements contained in these letters.

By order, &c.

(signed) *B. Banks,*

To Dr. Suffield, Medical Officer, Workhouse,
Clifden Union.

Chief Clerk.

No. 4.

(No. 6171—1864.)

LETTER from the Commissioners to the Rev. *John O'Malley*.

Poor Law Commission Office,

Dublin, 24 March 1864.

Reverend Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your two communications, dated the 23d instant, complaining of the conduct of Dr. Suffield, medical officer of the Workhouse of Clifden Union, in regard to the election of a guardian for the Rinvyle Electoral Division of the Union; and the Commissioners desire to inform you that they have communicated copies of your letters to Dr. Suffield, and requested him to furnish them with his immediate observations and explanation as to the statements in your letter.

By order, &c.

(signed) *B. Banks,*

To the Rev. John O'Malley, R.C.C., Ballinakill,
Clifden, County Galway.

Chief Clerk.

No. 5.

(No. 6585—1864.)

LETTER from Dr. *Suffield* to the Commissioners.

Gentlemen,

Clifden, 28 March 1864.

I AM in receipt of your letter of the 25th instant, No. 6171, with copies of letters from the Rev. Mr. O'Malley, and I now respectfully forward you my observations and explanations thereon.

It is correct that I did visit the Rinvyle district during the election of guardian and took a part in the election. I considered it my duty to do so, having a heavy interest in that division, paying large poor's rate, and being trustee and manager over the Rinvyle Estate, forming one-half of the whole electoral division. Having so deep an interest I considered it incumbent on me to assist, with other ratepayers, in securing a proper and efficient person to represent the division on which so much depends. In doing so I conceived I was only exercising a civil right and privilege; but it appears both I and others have aroused the hostility of the Rev. Mr. O'Malley, as we considered it our duty to oppose (and successfully) his nominee (Mr. Redmond Joyce, of Clifden).

It is also correct that I was the bearer of a letter to Donnellan, the bailiff, from the respected agent of the Wilberforce property (M. F. O'Flaherty, Esq.); beyond this I did not interfere with any voter on the "Kylemore Estate," nor did I canvass Thomas Joyce, of Gurtenclogh, or any other voter, in company with Mr. Shea, Rev. Mr. Fleming, Mr. H. C. Smith, or Mr. Burke; nor did "I canvass from nine o'clock in the morning till five in the evening," as the Rev. Mr. O'Malley well knows the election was virtually over at any early hour, he having retired and thrown up the affair about 11 o'clock, seeing how utterly hopeless his chance of success was. With regard to the voters on the Rinvyle Estate (on which I am trustee), I merely conveyed to them what the wish and expectation of their landlord was; I held out no inducement whatever to any voter to vote in a particular way, and I regret the Rev. Mr. O'Malley has thought fit, so inconsiderately, to assail my character and that of a respected and worthy gentleman (Mr. Shea) on such loose grounds, and without a tittle of foundation.

With regard to my non-attendance at my dispensary on the 17th instant, I have no hesitation in giving it my most unqualified denial; I did attend there within the prescribed hours, disposed of all the cases that presented themselves, wrote up and closed the books. For years I have not missed a day at my dispensary; my books and records will prove this. I court the fullest inquiry and investigation into this matter.

As to my having refused on the 17th instant a visiting ticket for a man named Dempsey, there is no foundation for such a charge. I never received, never was offered such a ticket. I never refused to accept one, and to show how unlikely this charge is, I will mention that about four o'clock on the 17th instant I was within half a quarter of a mile, or thereabouts, of Dempsey's residence, and could have visited him with ease.

With regard to my non-attendance at the workhouse, if the porter's book is referred to, it will be found that the daily attendance there has been without omission for months. On a very few occasions have the visits been made after 12 o'clock; this, for the past winter, has been caused by severe indisposition and bodily suffering, which it is well known I have been afflicted with. It was known to the Board of Guardians and reported each Board day, but they considerably overlooked it, knowing the cause. On the 18th instant I did not visit the workhouse till late in the evening, which I regret much, but trust the Commissioners will overlook it; it was caused by a circumstance over which I had no control.

I trust I have now replied satisfactorily to all these charges; I will only remark that the Rev. Mr. O'Malley is not the curate of Clifden; he resides at Ballinakill, six miles from Clifden, quite outside my dispensary district, with which he is not in any way connected. If the Commissioners accept the testimony of the Catholic clergy of my district, who know me well, and for years, whom I daily meet in my intercourse with the sick, I would refer them to the very Rev. P. M'Manus, the parish priest of Clifden, and others.

I remain, &c.

(signed) *William H. Suffield, M.D.*

To the Poor Law Commissioners
for Ireland.

No. 6.

(No. 6585—1864.)

OBSERVATIONS of Dr. *King*, Poor Law and Medical Inspector, on
Dr. Suffield's Letter.

I DELAYED placing any note on this reference paper until I had an opportunity of examining the workhouse and the dispensary books, which I did on this day.

I find that the workhouse hospital was not visited on Friday the 18th instant until 8.30 p.m., as stated in the Rev. Mr. O'Malley's letter; with this exception I find that the recent attendances have not only been regular but attentive; on the 17th Dr. Suffield attended from 10 $\frac{3}{4}$ until 12 $\frac{1}{4}$ p.m.; and on the 16th three visits are recorded, namely, 9 $\frac{1}{2}$ to 10 $\frac{1}{2}$ a.m., 5 to 5 $\frac{1}{2}$ p.m., and 9 $\frac{1}{2}$ to 10 $\frac{1}{2}$ p.m.

On examination of the dispensary register I find three tickets registered on Thursday the 17th. Dr. Suffield attended at the workhouse on that day from 10 $\frac{3}{4}$ to 12 $\frac{1}{4}$; he states that on leaving the workhouse he proceeded to the dispensary, which is entered by a side door, of which Dr. Suffield keeps the key; the dispensary opens at 12 o'clock, consequently the attendance was within the prescribed hours. Dr. Suffield states that he waited until he had disposed of all the persons in attendance, and that Thursday being a holiday many persons did not present themselves.

(signed) *C. C. King.*

Clifden, 31 March 1864.

No. 7.

(No. 6585—1864.)

LETTER from the Commissioners to the Rev. *J. O'Malley*.

Reverend Sir,

Poor Law Commission Office,
Dublin, 2 April 1864.

ADVERTING to previous correspondence relating to certain charges preferred by you against Dr. Suffield, medical officer of the Workhouse of Clifden Union, the Commissioners for Administering the Laws for Relief of the Poor in Ireland desire to inform you that they are still in communication with Dr. Suffield on the subject.

Dr. Suffield has directly denied the truth of the statement regarding the red ticket stated to have been tendered to him on behalf of a poor man named Dempsey.

The Commissioners request, therefore, that you will have the goodness to favour them with further particulars of the occurrence, and the names of witnesses by whom the charge can be supported.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

To the Rev. John O'Malley, Ballinakill,
Clifden.

No. 8.

(No. 6653—1864.)

LETTER from the Rev. *J. O'Malley* to the Commissioners.

Gentlemen,

Ballinakill, Clifden, 29 March 1864.

I HAVE strong and reliable grounds for saying that the person, Larry King of Streamstown, who served the red ticket on Dr. Suffield, is going immediately to Scotland; and whether he has been tampered with I can not absolutely say.

I request, gentlemen, you will send me a summons by return of post to have him detained for the investigation, should you order one.

To the Poor Law Commissioners. I am, &c.
(signed) *John O'Malley*, c. c.

No. 9.

(No. 6653—1864.)

LETTER from the Commissioners to the Rev. *J. O'Malley*.

Reverend Sir,

Poor Law Commission Office,
Dublin, 30 March 1864.

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your letter of the 29th instant, requesting that a summons may be sent to you to have Larry King, the person who delivered to Dr. Suffield the red ticket referred to in a previous communication, detained for the investigation; and, in reference thereto, the Commissioners desire to state that they have the matter under consideration, with a view to an inquiry, if found necessary; but they have no authority to cause the detention of any person in the meantime.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

To the Rev. John O'Malley, c. c.,
Ballinakill, Clifden.

No. 10.

(No. 7284—1864.)

LETTER from the Rev. J. O'Malley to the Commissioners.

Gentlemen,

Ballinakill, Clifden, Connemara,
4 April 1864.

IN accordance with your request of the 2d instant, I beg to send you the particulars relative to the service of the "red ticket" on Dr. Suffield on the 17th March instant, as also the names of witnesses prepared to support the charge.

The particulars are thus:—On the morning of the 17th March the wife of poor Dempsey requested a woman named Mary Coneys (alias Gannon), of Streamstown, to call on Mr. Walter Coneys of Clifden (who is a member of the Clifden Dispensary Committee) for a visiting ticket for her husband. Mary Coneys accordingly called on Mr. Coneys and got from him the red ticket (which I beg to enclose you, and of which I hope you will take particular care). She then went to Dr. Suffield's house and presented the ticket to his servant-maid, who refused taking it. She then tendered it to the doctor's man-servant, who said "he would not bring it up to the doctor for a five-pound-note." Those two services were made about 10 o'clock a.m., *i.e.*, about an hour after Dr. Suffield got Mr. Martin O'Flaherty's letter, and it will be for you, gentlemen, to conclude or not whether the servants had orders from the doctor to refuse all tickets as he was bent on going to Rinvyle; I beg of you, gentlemen, not lose sight of this point. I beg, in connexion with this service at the house, to enclose a printed resolution of the Board making a service at the house, &c., a good service. Mary Coneys is prepared to swear to the two services; she will swear that the ticket she got from Mr. Coneys she tendered twice, and then, being in a hurry home, she gave it to Larry King of Streamstown, telling him to wait and watch the doctor passing, and tender him the ticket. Larry King did so, as you will see, gentlemen, from this declaration made to me on the 24th March, in presence of Mr. Hart, Vice-chairman of the Board. Fearing he was about being tampered with, I sent for him and wrote down the following statement, which I read to him, and to which he affixed his mark in my presence and that of Mr. Hart:—

"I, Larry King, of Streamstown, hereby declare that on Thursday, March the 17th, I tendered a red ticket to Dr. Suffield in the town of Clifden, at the bridge opposite the Court House, to visit Bryan Dempsey of Streamstown. I offered it to him about two o'clock p.m. He said, 'Oh, the dispensary is over.' I said to him, 'It is not for the dispensary.' He refused to take it. About a minute afterwards I offered it again, and he refused it. He did not take it or read it at all. I saw him pass through town on the road to Ballinakill about an hour after that.

"I, Larry King, by my mark attest the truth of these facts."

"Witness, J. O'Malley."

(Here is his name and mark.)

Of course, when not sworn to, the above declaration is imperfect, but my object in sending it for your consideration is that it will bear out the witness, who is prepared to swear he saw Larry King on the same day and place tender a ticket to Dr. Suffield. This man's name is Phelim Toole of Streamstown. Mary Coneys is prepared to swear she gave the ticket she got to Larry King; and Mr. Owen M'Dermott of Streamstown will swear that the ticket I enclose you is the same ticket he got from Larry King, and that Larry King told him the doctor would not take it. To return to Larry King, you will remember that I wrote to you, gentlemen, on the 29th March instant, requesting a summons to detain Larry King. On the following day he went to Scotland, and I may as well tell you it is notorious through what influence he went away, leaving his spring business and holding neglected.

I believe the two parties, Phelim Toole and Mary Coneys, are not generally known as being able to prove anything in the matter, or doubtless they would have found it their interest to accompany Larry King to Scotland, I request therefore you, gentlemen, will not divulge the names until the summonses are ready (*i.e.*, in case you order an inquiry).

You will see, gentlemen, the difficulty of establishing a case in Connemara, no matter how notorious the grounds may be. I would respectfully ask you to see when

when Dr. Suffield sent up his explanations, was it before or after Larry King went to Scotland?

Thanking you, gentlemen, for the very courteous promptitude in answering my letters,

To the Poor Law Commissioners. I am, &c.
(signed) *John O'Malley, c. c.*

Enclosure 1, in No. 10.

MEDICAL RELIEF TICKET.

Form E 2.—Ticket for Attendance at the Patient's Home.

To Dr. *Suffield*, Medical Officer of Clifden Dispensary District, in Clifden Union.

Sir,

You are hereby required to visit and afford medical advice and any necessary medicine to Bryan Dempsey, aged , residing at Streamstown, in the above dispensary district, who is by occupation a labourer.

Dated the 17th day of March 1864.

(signed) *Walter Coneys*,
Member of Dispensary Committee, Relieving Officer,
or Warden, as the case may be.

Produced before me in evidence at Clifden, this 19th April 1864.

(signed) *C. C. King.*

Enclosure 2, in No. 10.

(No. 7284—1864.—Enclosure.)

COPY RESOLUTION of Board of Guardians as to the delivery of Tickets for Medical Relief.

CLIFDEN UNION.

PROPOSED by Thomas Young Prior, Esq., J. P., seconded by Richard Reville, Esq., and resolved unanimously:—

“That to make it clear what the legal delivery of a red ticket is, we now order that the tender of a red ticket to the medical officer in person, or to a servant at his residence, shall be deemed a regular delivery of such ticket.

“That copies of this resolution be printed with as little delay as possible, and that copies be sent to all medical officers and members of the Dispensary Committees in the Clifden Union.”

Board Meeting, 25th November 1863.

John Burke, Clerk of Union.

No. 11.

(No. 7284—1864.)

LETTER from the Commissioners to Dr. *King*.

Poor Law Commission Office,
Dublin, 5 April 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland, transmit to you herewith a series of papers relating to alleged undue interference on the part of Dr. Suffield, medical officer of the Clifden Dispensary District, in the election of a guardian for Rinvyle Electoral Division, in which it is alleged that Dr. Suffield neglected his duties as dispensary medical officer in order to attend to the election proceedings; and the Commissioners request that you will institute an inquiry on oath into the charge relating to the red ticket issued to Bryan Dempsey, and report to the Commissioners thereon.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

To C. C. King, Esq., M.D., Medical Inspector,
Ballinasloe.

No. 12.

(No. 7284—1864.)

LETTER from the Commissioners to the Rev. *J. O'Malley*.Poor Law Commission Office,
Dublin, 5 April 1864.

Reverend Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your communication of the 4th instant, in reply to their letter of the 2d instant, relating to the refusal of Dr. Suffield, medical officer of Clifden Dispensary District, to attend in the case of a poor man, named Brian Dempsey, on whose behalf a visiting ticket was duly presented to him on the 17th ultimo; and in reference thereto the Commissioners desire to inform you that they have instructed their Inspector, Dr. King, to institute an inquiry on oath into the charge against the medical officer, and to report to them thereon.

By order, &c.

(signed) *B Banks*, Chief Clerk.

To the Rev. John O'Malley,
Ballinakill, Clifden.

No. 13.

(No. 7284—1864.)

LETTER from the Commissioners to Dr. *Suffield*.Poor Law Commission Office,
Dublin, 5 April 1864.

Sir,

WITH reference to the complaint preferred against you by the Rev. John O'Malley, of Ballinakill, to the effect that you had refused to attend in the case of a poor man named Brian Dempsey, on whose behalf a visiting ticket was duly presented to you on the 17th ultimo, the Commissioners for Administering the Laws for Relief of the Poor in Ireland desire to inform you that they have instructed their Inspector, Dr. King, to institute an inquiry on oath into this charge, and to report to them thereon.

By order, &c.

(signed) *B. Banks*, Chief Clerk.

To W. H. Suffield, Esq.,
Medical Officer, Clifden Dispensary District, Clifden.

No. 14.

(No. 7284—1864.)

LETTER from the Commissioners to *W. S. Wall*, Esq., Honorary Secretary,
Clifden Dispensary District.Poor Law Commission Office,
Dublin, 5 April 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland, desire to state for the information of the Committee of Management of the Clifden Dispensary Committee, that a complaint has been preferred by the Rev. John O'Malley, of Ballinakill, against Dr. Suffield, medical officer of that district, to the effect that he refused to attend in the case of a poor man named Bryan Dempsey, on whose behalf a visiting ticket was duly presented to him on the 17th ultimo; and that the Commissioners have instructed their Inspector, Dr. King, to institute an inquiry on oath into this charge against the medical officer, and to report to them thereon.

By order, &c.

(signed) *B. Banks*, Chief Clerk.

To W. S. Wall, Esq., Honorary Secretary,
Clifden Dispensary Committee, Errislanan,
Clifden.

No. 15.

(No. 7428—1864.)

LETTER from the Rev. *J. O'Malley* to the Commissioners.Ballinakill, Clifden, Co. Galway,
6 April 1864.

Gentlemen,

I AM in receipt of your letter of yesterday informing me that you have directed a sworn inquiry into the charges preferred by me against Dr. Suffield, in relation to his conduct at the recent election of a guardian for the Rinvyle electoral division.

Judging, Gentlemen, from your communications, it would appear you have confined the investigation to the "red ticket" affair, and that you have passed over the charge of his having absented himself from the workhouse hospital in order to take a most active part in the election of a guardian, so active a part as even to have recourse to bribery. Gentlemen, I most respectfully request that you will kindly tell me whether the alleged conduct would be a violation of Dr. Suffield's prescribed duties, and whether you have passed over the charge as unworthy of your notice.

If Dr. Suffield has admitted (or not denied) this charge, you will kindly say so; and if he has denied it, you will give me the requisite notice and means of supporting it. Several parties have requested me to put forward other glaring cases of refusing, and refusing to answer, red tickets; but as they have no connection with the present transaction, I think I have acted prudently in letting them lie over until the result of the coming inquiry is known. I beg to say that I will require summonses for all my witnesses, as it is almost impossible to get any party to come forward voluntarily against a man who has contrived to wind himself up with almost every kind of influence and interest in this part of Galway. I trust I will get due notice of the day fixed for the inquiry, and also the necessary assistance as regards the summonses.

I have, &c.

(signed) *John O'Malley, c.c.*

To the Poor Law Commissioners.

No. 16.

(No. 7428—1864.)

LETTER from the Commissioners to Rev. *J. O'Malley*.Poor Law Commission Office,
Dublin, 7 April 1864.

Reverend Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland, acknowledge the receipt of your letter of the 6th instant, relating to the inquiry which they have instructed their Inspector, Dr. King, to make, in regard to the complaint preferred by you against Dr. Suffield, medical officer of the Clifden Dispensary District, and in reference thereto, the Commissioners desire to state that, although the instructions to Dr. King to institute an inquiry are limited to the circumstances connected with the alleged refusal to attend on a red ticket, the other parts of your letter, which relate to Dr. Suffield's interference in the election of Guardians, have not been overlooked, and will receive due attention.

The Commissioners will refer your letter to Dr. King, who will, of course, give due notice of the time he may fix for the inquiry.

By order, &c.

To the Rev. John O'Malley,
Ballinakill, Clifden.(signed) *B. Banks, Chief Clerk.*

No. 17.

(No. 8620—1864.)

REPORT from Dr. *King* to the Commissioners.

Gentlemen,

Galway, 22 April 1864.

I HAVE the honour to inform you that in accordance with your letter of instructions of the 5th instant, No. 7284, I held an inquiry at Clifden into a charge relating to a red ticket issued for Brian Dempsey, and which it was alleged Dr. Suffield, the medical officer of the Clifden Dispensary District had refused to attend.

The inquiry was held on the 19th instant, and I hereby transmit the evidence taken on the occasion, and the papers which accompanied your letter of instructions.

The complaint was, that on the 17th of last March, a visiting ticket for attendance on a man named Brian Dempsey, was issued by Mr. Walter Coneys, a Guardian, and a member of the Clifden Dispensary Committee, that this ticket was tendered to a servant girl at Dr. Suffield's house, by a woman named Mary Coneys, that the servant girl refused to receive the ticket, and that she subsequently gave it to a man named Larry King, who offered it on two occasions to Dr. Suffield, but he would not take it, and that Brian Dempsey shortly afterwards died without having received medical relief.

The first witness produced was Mr. Walter Coneys, who deposed that he ticket produced was the one which he had filled up on the 17th of last March, between nine and ten o'clock in the morning, he also identified Mary Coneys as the person to whom he had given the ticket.

Mary Coneys deposed that immediately on receiving the ticket she went with it to Dr. Suffield's house, and that the door was opened by a servant girl, who refused to take the ticket to her master, but told her to wait until she met Dr. Suffield in the street. Mary Coneys stated that as the ticket would not be taken from her by Dr. Suffield's servant, that she then offered it to a man named Davin in the street, but this portion of the evidence is immaterial, for, although Davin was formerly in the service of Dr. Suffield, he has not been so for the last three years.

Mary Coneys further stated that she could not remain any longer in town, and that she gave the ticket to a person named Larry King, who it appears has since left the country, she asked him to give the ticket to the doctor if he saw him.

The complainant at this stage of the inquiry, produced a statement signed by Larry King in his presence, and in the presence of Mr. Martin Hart.

Dr. Suffield vehemently opposed the reception of this document on the grounds that it was not a legal declaration; however, I did not consider that I should refuse to admit it, as the contents of the document were already well known to those who were finally to adjudicate on the case, and its value would be estimated according as its contents were corroborated or refuted by the collateral evidence, and no further.

The statement is as follows:—

“Clifden, 24 March 1864.

“I Larry King, of Streamstown, hereby declare that on Thursday, March the 17, I tendered a red ticket to Dr. Suffield in the town of Clifden, at the lodge opposite to the court-house, to visit Brian Dempsey, of Streamstown.

“I offered it to him about two o'clock p.m. He said ‘The dispensary is closed.’ I said ‘It is not for the dispensary.’ He refused to take it. About a minute afterwards, I offered it to him again, and he refused it; he did not take or read it at all. I saw him pass through town on the road to Ballinakill, about an hour after that, *i.e.*, about three o'clock p.m.

I, Larry King, by my mark, attest the truth to those facts.

his
“Larry × *King*,”
mark.

“Witness, John O'Mally.”

The Rev. John O'Mally and Mr. Martin Hart, deposed that they saw Larry King affix his mark to this document.

In

In support of this declaration two witnesses were produced, Matthias Toole and Patrick Nee, both deposed to having been present when the ticket was on two occasions tendered to Dr. Suffield, and that each time he refused to take it.

So far the visiting ticket had been traced to Larry King, but I wished for evidence as to how it came into the possession of the Rev. Mr. O'Malley, consequently Owen McDermott was produced. He deposed that he received the ticket from one Coyne, at Dempsey's house, on the day of the funeral.

It having been hinted that some undue influence had been used to send Larry King out of the way, I particularly examined Owen McDermott, who is his landlord, on this point. He stated that Larry King has potatoes and oats down, and that his wife and family are in charge of the farm while he is in Scotland. The tendency of this evidence was evidently to make it appear that Larry King had left this country for some special purpose; however, on more particularly questioning this witness, he admitted that early in the spring, long previous to Dempsey's illness, he had heard Larry King say that, as soon as he had his crops down, he would go to Scotland.

The examination of this witness closed the evidence in support of the charge.

For the Defence.

Cornelius King was examined. He deposed that in a conversation which he had with Matthias Toole (*see* his evidence), one of the witnesses who saw the ticket tendered to Dr. Suffield by Larry King, that Toole gave him to understand that Larry King only presented the ticket once to Dr. Suffield, and that he, King, told him he ought to run after the doctor and inform him that it was a red ticket which he had offered him. (*See memorandum attached to King's evidence.*)

Doctor *Suffield* deposed that he never had heard, nor was it intimated to him, that any person had called at his house with a red ticket on the 17th of March, and that if his servant declined to take it, she did so without his cognisance, will, or sanction; he had an indistinct recollection of a red ticket having been presented to him by a man on the 17th of March, but he had no recollection of having refused it; but if he did so, he must have been under the impression that it was a black ticket. Matthias Toole, in his evidence, stated that Larry King held the ticket open in his hand, and that he saw red print on it, and Dr. Suffield admitted that he did not examine the ticket; he could not say whether the ticket presented to him was folded up or open.

The Rev. *Patrick McManus*, Parish Priest of Clifden for the last 11 years, deposed in warm terms to the efficient manner in which Dr. Suffield discharged his duty to the sick poor.

From a review of the entire evidence it is clear that the matter for consideration is, did Dr. Suffield intentionally and wilfully refuse the red ticket tendered to him on the 17th of last March, well knowing it to be a visiting ticket, or did he refuse it under the impression that it was a black ticket, entitling the presenter to attendance at the dispensary only; and if so, did Dr. Suffield use proper means to satisfy himself as to the description of ticket offered to him on that occasion.

I am, &c.

(signed) *Charles Croker King,*

To the Poor Law Commissioners,
&c. &c. &c.

Medical Inspector.

Enclosure in No. 17.

MINUTES OF EVIDENCE.

(No. 8620—1864.)

Walter Coneys, being duly sworn, saith:—I am a Guardian of the Clifden Union, and a member of the Dispensary Committee. On the 17th of March 1864, I filled up the visiting ticket produced to me. I issued it for a man of the name of Brian Dempsey. I gave it to Mary Coneys about 10 o'clock on the same day.

Walter Coneys.

Sworn before me at Clifden this 19th day of April 1864,

Charles Croker King.

Mary Coneys, being duly sworn, saith:—I remember last Patrick's Day. I got a visiting ticket from Mr. Coneys for the doctor to visit Brian Dempsey, a neighbour of mine, who was sick. I got the ticket after early mass, about 10 o'clock. I brought it immediately to Dr. Suffield's house; I knocked at the door; it was opened by a servant girl; she refused to take the ticket; she said she could not bring it in, but for me to wait until I saw the doctor out. I then went away, and I met a man of the name of Davis; I asked him to bring in the ticket to the doctor. He said he would not bring it in for 5 $\frac{1}{2}$. I then met a man named Larry King at the bridge near the court-house; I told him I was in such a hurry home that I could not wait, and I asked him to give the ticket to the doctor if he saw him. When the person I saw at Dr. Suffield's refused to bring up the ticket, I again asked her for God's sake to bring it up, and she again refused. When I saw Davis, he was near to Dr. Suffield's house; the reason I asked Davis to bring in the ticket was because I knew him, and that some of his family, or he himself, had been in Dr. Suffield's employment. I know that Brian Dempsey is dead; he had been 9 or 10 days ill.

I did not offer the ticket to Dr. Suffield; I did not see Dr. Suffield that day; I did not ask to see him; I only asked for the servant to bring him the ticket. Dr. Suffield's servant did not say to me that her master was not out of his room, and that if I waited I could see him.

her
Mary × *Coneys*.
 mark.

Sworn before me this 19th day of April 1864, at Clifden,
Charles Croker King.

The Rev. *John O'Malley*, being duly sworn, saith:—I produce a statement signed Larry King. It is in my handwriting. Larry King made this statement to me at Mr. Hart's Hotel, where I was stopping. I sent for him. I swear that this is a correct statement of what Larry King told me. I read it over for him before he put his mark to it, which he did in my presence, and in the presence of Mr. Martin Hart. I do not think it was more than 8 o'clock when Larry King came to the hotel. I gave him the price of a glass of whisky, but he did not drink any in my presence, or until after he signed the statement.

John O'Malley, C.C.

Clifden, 24 March 1864.

I, *Larry King*, of Streamstown, hereby declare, that on Thursday, March the 17th, I tendered a red ticket to Dr. Suffield in the town of Clifden, at the bridge opposite the court-house, to visit Brian Dempsey, of Streamstown. I offered it to him about two o'clock P.M. He said, "The dispensary is over." I said, "It is not for the dispensary." He refused to take it. About a minute afterwards I offered it to him again, and he refused it; he did not take or read it at all. I saw him pass through town, on the road to Ballinakill, about an hour after that—*i.e.*, about three o'clock P.M.

I, *Larry King*, by my mark, attest the truth of these facts.

Witness, *John O'Malley*.

his
Larry × *King*.
 mark.

Matthias Toole, also of Streamstown, was present when the ticket was tendered to Dr. Suffield.

Mary Coneys (*alias* Gannon) tendered the same ticket about one o'clock A.M. at Dr. Suffield's house; firstly to the servant-maid, when she refused to take, and again Dr. Suffield's servant-man (*Davis*), and he said, "I could not for five pounds bring it up to him." *Mary Gannon* then gave the ticket to *Larry King*.

Produced in evidence before me this 19th April 1864, at Clifden,

Charles Croker King.

Martin Hart, being duly sworn, saith:—I remember the Rev. *John O'Malley* bringing in a man named *Larry King* from the hall of my hotel into my room; I do not remember the exact day of the month, but it was in March, and after Patrick's Day. It was between seven and eight o'clock in the evening.

Larry King made a statement to Mr. *O'Malley*, which he took down in writing; the statement now handed to me I believe to be the one taken down at the town by Mr. *O'Malley*. I cannot swear positively that the document produced is the one I saw written down, but I do swear that the purport of it is the same as the one I saw written. Mr. *O'Malley* read over the statement to *Larry King*, who required an alteration to be made in it before he placed his mark to it; the alteration was changing the name of the locality where he stated he met the doctor. I saw *Larry King* place his mark to the paper drawn

up

up by Mr. O'Malley. I have no recollection of having heard Mr. O'Malley ask Larry King why he had not tendered the ticket to Dr. Suffield when he saw him at the hour of three o'clock.

I did not, on the occasion of Larry King making the statement to Mr. O'Malley, hear any conversation relative to Larry King having been drunk on the 17th of March, and of his child having been burned in consequence of his neglect.

Martin R. Hart.

Sworn before me at Clifden this 19th day of April 1864,

Charles Croker King.

Matthias Toole, being duly sworn, saith:—I remember the 17th of last March. I know a man of the name of Larry King; I saw him on the 17th of March standing on the bridge between the Clifden Barrack and the court-house, after twelve o'clock mass, about one o'clock; but I am not certain of the exact hour. I saw him offer a note to Dr. Suffield; I was standing close to him. I saw the open note in his hand, it had red print on it. I asked Larry King what it was; he told me it was a ticket he got from Wat Coneys for the doctor to see a sickly man. In about ten minutes I saw the doctor; he was coming into the town. Larry King offered Dr. Suffield the ticket. He said, "The dispensary is closed." The doctor was walking. I saw Larry King follow him, and offer him the ticket a second time; but he did not take it from him. He then returned to me, and I told him to offer the ticket again to Dr. Suffield; but he said there was no use, that he would not take it from him. Larry King was not drunk, to my knowledge, on the 17th March. I never said to any person that when Larry King came back to me and said Dr. Suffield would not take the ticket, that he (Larry King) ought to go after the doctor, and tell him it was a visiting ticket.

his

Matthias × *Toole.*
mark.

Sworn before me at Clifden this 19th day of April 1864,

Charles Croker King.

Patrick Nee, being duly sworn, saith:—I remember Patrick's Day, the 17th of last March. I saw Larry King on that day, standing on the bridge which is between the barrack and the court-house; it was after twelve o'clock mass. I saw Dr. Suffield walking in the direction of the town. I saw Larry King offer him a piece of paper he had in his hand. Dr. Suffield did not take the paper. I did not hear what Dr. Suffield said. Larry King walked some steps along with Dr. Suffield, with his hand, with the paper in it, stretched out. I know Matthias Toole; he was along with Larry King at the time he offered the ticket to the doctor. I had no conversation with the Rev. Mr. O'Malley about this case, but I had with James Casey. I did not get the summons to attend here until late yesterday evening.

his

Patrick × *Nee.*
mark.

Sworn before me at Clifden this 19th April 1864,

Charles Croker King.

Owen McDermott, being duly sworn, saith:—Visiting ticket, signed Walter Coneys, dated 17th March, for attendance on Brian Dempsey. I got the ticket now handed to me from Owen Coyne at Dempsey's house, on the day of his burial. I gave it to Father O'Malley. I would not have given the ticket to Mr. O'Malley if he had not called for it. The way I came to take up the ticket was, that I asked if any doctor had attended the man, and I was told by Dempsey's daughter that the doctor would not come. Edward Coneys said I ought to take up the ticket, and that it ought to be reported to some of the Guardians; but I would not have reported it if I had not been asked to do so by Mr. O'Malley.

Larry King is a tenant of mine; he pays me 2*l.* 5*s.* in rent; he has potatoes and oats down. I believe he is at present in Scotland; his wife and family are minding the farm at present; he left this about three weeks or so ago. I heard Larry King, early in spring before Patrick's Day, say that he would go to Scotland as soon as he had his crops down.

I heard that Dempsey was about a fortnight ill before he died.

Owen McDermott.

Sworn before me at Clifden this 19th April 1864,

Charles Croker King.

Cornelius King, being duly sworn, saith:—I know Matthias Toole. I had a conversation with him about the case under investigation on the 1st April last; he said he was present when Larry King presented the ticket to Dr. Suffield, and that he asked King what was the ticket for. King replied, that it was a ticket for the doctor to go and see Brian Dempsey, and that he said to Larry King, You had better go after the doctor, and explain

to him what the ticket is for; and King said, that when he did not take it at first, he would do no such thing. I wrote down the particulars of this conversation I had with Toole, and I produce this memorandum. I wrote it after I had spoken to Dr. Suffield on the subject. I know Toole as long as I can remember, and I believe him to be a man of good character. From the conversation I had with Matthias Toole, I was under the impression that Larry King had not explained to Dr. Suffield that it was a visiting ticket which he offered to him.

Cornelius King.

“Had a conversation with a Matthias Toole of Streamstown, on the 1st of April 1864, relative to Doctor Suffield. He stated to me, in presence of his father, that he was present when one Laurence King offered him a ticket on the street of Clifden, and did not say what it was for. When he met the doctor he presented him the ticket, and the doctor's reply was, that he was too late—that the dispensary was closed. He (Toole) then asked him (King) what was the ticket for; King said it was a ticket for the doctor to go and see Bryan Dempsey, of Streamstown, that was sick. Toole then said to King, You had better follow him again, and tell him what it is for. King said, The devil-a-fear of me running after him any more when he did not take it when I was giving it to him. Toole was also telling me that Owen McDermott came to himself to make inquiries about the matter. He (Toole) also told me that Father O'Malley told him (McDermott) to keep King at home, and that he would give him a pound.

Produced before me in evidence the 19th April 1864, at Clifden,

Charles Croker King.

William Henry Suffield, being duly sworn, saith:—I remember Patrick's Day, the 17th of last March. I never heard, nor was it intimated to me, that Mary Coneys or any person had called at my house with a visiting ticket on the 17th of March. If my servant declined to take it, it was entirely without my cognizance, will, or sanction. I was at or about my residence from about nine o'clock until say three o'clock P.M., and no ticket to visit Bryan Dempsey was presented to me. I attended the dispensary the same day, and no ticket of the kind was presented to me there.

I know a man of the name of John Davis; he was formerly in my service, but has not been so for about three years.

I am not acquainted with even the appearance of Larry King. Dispensary tickets are constantly presented to me in the street, but I invariably refuse them. I would not refuse a visiting ticket, although the presentation of it in the street I consider would be irregular. I have an indistinct recollection of being offered a ticket by a man on the 17th March, and also a woman having offered me a ticket, which I refused. I have not a distinct recollection of having refused the ticket tendered by the man, but, if I did do so, it must have been that I was under the impression that it was a black ticket: I never refused a visiting ticket on that day knowing it to be such. The first time I heard it alleged that I had refused to take the ticket to visit Brian Dempsey was on the 21st of March; when I received a letter from a friend, stating that the charge was being got up against me, and I wrote in reply that they might fire away, as I never heard of the ticket or received it. I could have had no object in refusing to receive this ticket as, on that day, I was in the immediate vicinity of Brian Dempsey's house; in fact, I almost passed his door. When the ticket was presented to me I did not examine the ticket, to ascertain if it were a red ticket; I acted under the impression that it was a black ticket, as the man did not inform me that it was a visiting ticket. When I refused the ticket, I had not the slightest idea it was a red ticket. I have not the slightest recollection of the ticket having been presented to me a second time; there was not any circumstance on that day which would have rendered it peculiarly inconvenient to me to attend on a red ticket; I would not have allowed any circumstance to interfere with my so doing. I swear that I did not give any directions to my servant to refuse to bring me or receive a red ticket on the 17th of March. I cannot say whether the ticket offered to me by Larry King was folded up or open.

William H. Suffield, M.D.

Sworn before me, at Clifden this 19th day of April 1864,

Charles Croker King.

The Reverend *Patrick McManus*, being duly sworn, saith:—I am parish priest and vicar foran parish priest of Clifden, and vicar foran of the deanery for over 11 years; during all this time I have been well acquainted with Dr. Suffield, and I have had frequent opportunities of witnessing his kind and charitable feelings and demeanour towards the sick poor. I believe him to be a man of sterling honour, and straightforward and liberal conduct, and I have enjoyed his liberal co-operation in the cause of charity, particularly during the years of famine.

Patrick McManus, PP. VF. of Clifden.

No. 18.

(No. 8620—1864.)

LETTER from the Commissioners to Dr. *King*.Poor Law Commission Office, Dublin,
23 April 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland, acknowledge the receipt of your report dated the 22d instant, of the inquiry held by you into a charge relating to a red ticket issued for Brian Dempsey, which it was alleged that Dr. Suffield, the medical officer of the Clifden Dispensary District, refused to attend.

The Commissioners request that you will be so good as to inform them whether any step was taken by either party to obtain the evidence of Dr. Suffield's maid servant, and whether there was anything to prevent her being examined.

The Commissioners are also desirous of being informed whether anything transpired as to the nature of Brian Dempsey's illness which might show whether the attendance of the medical officer would have possibly led to a different result.

By order, &c.
(signed) *B. Banks*,
Chief Clerk.

To Charles Croker King, Esq., M.D.,
&c. &c. &c.
Galway.

No. 19.

(No. 8696—1864.)

REPORT from Dr. *King* to the Commissioners.

Gentlemen,

Galway, 24 April 1864.

I HAVE the honour to acknowledge the receipt of your letter of the 23d instant, No. 8620, relating to the late inquiry held by me into a complaint preferred against Dr. Suffield, and in reply thereto, I beg leave to state—

That the Rev. Mr. O'Malley applied to me for summonses which he expressed a wish to have served on the several witnesses to be examined in support of the charge. Mr. O'Malley requested that I would send the summonses to him for fear the witnesses should be tampered with; I accordingly sent Mr. O'Malley the summonses, and I, at the same time, suggested to him the propriety of securing the attendance of Dr. Suffield's servants, and offered, if he furnished me with their names, to fill up summonses for them.

In answer to this letter, the Rev. Mr. O'Malley declined to summons the parties: he stated he did not know their names, and to let Dr. Suffield produce them if he wished to do so.

Mary Coneys deposed that she saw a servant girl at Dr. Suffield's, but she gave her evidence in such a way, that she impressed me and others with the idea that she was uncertain of the social position of the person that answered the door, so much so, that some person present, I think Mr. O'Malley, suggested "a female person:" at the time I did not consider that it might not have been some female member of Dr. Suffield's family that she had seen.

Dr. Suffield did not produce any witness to state that she had not refused to take the ticket, but it occurs to me, that except every female inmate of Dr. Suffield's house was examined, the rebutting evidence would be incomplete, for if one person were kept back, she might be the very person who refused the ticket. With respect to Brian Dempsey's illness, if you refer to the evidence, you will perceive that he was stated to have been ill for eight or nine days before he died. None of the witnesses would fix the exact time of his death, but it occurred either

on the evening of the 17th, or on the morning of the 18th of March (*see* Mr. O'Malley's letter), consequently, I do not consider that where the sickness had been of so long duration, medical assistance, a few hours before death, could be of much avail.

Yours, &c.

(signed) *Charles Croker King,*

The Poor Law Commissioners.

Medical Inspector.

No. 20.

(No. 8696—1864.)

LETTER from the Commissioners to the Clifden Dispensary Committee.

Poor Law Commission Office, Dublin,

27 April 1864.

Sir,

WITH reference to the letter addressed to you on the 5th instant, on the subject of a complaint preferred by the Rev. John O'Malley against Dr. Suffield, medical officer of the Clifden Dispensary district, to the effect that he had refused to attend a poor man named Brian Dempsey, on whose behalf a visiting ticket was duly presented to him on the 17th ultimo, the Commissioners for Administering the Laws for Relief of the Poor in Ireland now desire to acquaint you that they have received Dr. King's report of the inquiry which he held on the 19th instant on the subject, and from the evidence taken by him, a copy of which is herewith enclosed, it appears that a visiting ticket for attendance on a man named Brian Dempsey was duly issued by Mr. Walter Coneys on the 17th of March; that this ticket was tendered to a servant girl at Dr. Suffield's house on the morning of that day by a woman named Mary Coneys; that the servant refused to receive the ticket, but advised her to wait until she saw the Doctor coming out, and that Mary Coneys afterwards gave the ticket to a man named Larry King, by whom it was twice tendered to Dr. Suffield, and on both occasions refused. It will be observed that Dr. Suffield deposes that he never heard of the presentation of the ticket at his house on the morning of the 17th of March, and that, if his servant declined to take it, she did so without his cognizance, will, or sanction; that he has an indistinct recollection of having been offered a ticket by a man on that day; but that he has not a distinct recollection of refusing it, but that if he did refuse it, he must have done so under the impression that it was a black ticket, and that he never refused a visiting ticket on that day, knowing it to be such.

The Commissioners see no reason to doubt the truth of the evidence given by Mary Coneys to the effect that she tendered the ticket at Dr. Suffield's residence, and that the person who opened the door to her refused to take it; nor is there any reason to doubt that the ticket was afterwards tendered to Dr. Suffield himself by Larry King, when about to leave Clifden for Renoyle, and that he refused to receive it.

If Dr. Suffield believed it to be a black ticket and not a red one, as he states, he is himself alone blameable for the consequences of that error, inasmuch as it seems from his own account that he neglected to examine the ticket when presented to him by Larry King. He states that it would have been no inconvenience to him to have attended this case, as he rode within a short distance of the patient's dwelling the same afternoon; but it no way appears that he knew who the person was in whose favour the ticket was presented, or where he resided, having omitted to examine the contents of the ticket, even so as to see whether it was printed in black or red ink.

This appears to the Commissioners to have been clearly a default in the discharge of his duty on the part of Dr. Suffield, and to have been entirely without justification or excuse, and, no person having been brought forward by him to negative or explain the refusal of the ticket at his residence, the conclusion arises, either that no proper arrangements exist at Dr. Suffield's house for the reception of visiting tickets by his servants or the members of his family, or that on this particular occasion a departure from the observance of the ordinary practice in that respect took place.

The

The Commissioners regret to be obliged to add that Dr. Suffield was at this time on the eve of his departure to another part of the Union, where the election of a guardian for Renoyle electoral division was in progress, and that he has admitted to the Commissioners that he went there for the purpose of taking an active part in canvassing for a particular candidate, bearing with him a letter from the agent of a proprietor in that division to one of the bailiffs, which, in very distinct terms, threatens all the tenants not only with the agent's displeasure, but with consequences adverse to their private interests if they voted for any other candidate than the one for whom Dr. Suffield admits that he canvassed the tenants on the Renoyle estate.

The impropriety of a paid officer of a Union interfering by active canvass in the election of one of the guardians is too obvious to need to be pointed out. It is in itself such an offence against official propriety, as, if repeated after warning, would expose the officer to removal; and it is a serious aggravation of such conduct in the present instance, that while Dr. Suffield was so engaged at a distance from his dispensary and workhouse duty, a person on whom he ought to have been in attendance, but for his own default, was dying without receiving that medical aid to which he was by law entitled.

The Commissioners will take no final step in the matter until the Dispensary Committee has had an opportunity of expressing its views on the subject, for which purpose the Commissioners request that you will be so good as to convene a special meeting.

Walter S. Wall, Esq., Honorary Secretary,
Clifden Dispensary Committee.

By order, &c.

B. Banks, Chief Clerk.

No. 21.

(No. 9231—1864.)

LETTER from the Honorary Secretary of the Clifden Dispensary Committee to the Commissioners.

Gentlemen,

Errislannan, Clifden, 2 May 1864.

I HAVE to acknowledge receipt of your letter of the 27th ult., No. 8696, and in reply beg to state I will, with as little delay as possible, convene a meeting of the Managing Committee for the consideration of it, and forward the result to you with their opinion.

I have, &c.

Walter S. Wall,

Honorary Secretary.

No. 22.

(No. 9726—1864.)

RESOLUTION passed by the Clifden Dispensary Committee.

7 May 1864.

At a meeting of the Clifden Committee of Management of the Dispensary District held this day, Rev. Hyacinth D'Arcy in the chair; other members present—Gartside Shea, J. E. Adamson, H. C. Smith, N. J. Bodkin, M. R. Hart, J. C. Jones, Michael Mally, Francis Costello, Walter S. Wall, Esquires. Having duly considered the letter of the Poor Law Commissioners, (No. 8696—1864), and the evidence taken at the inquiry held by Dr. King, relative to the charge preferred by the Rev. Mr. O'Malley against Dr. Suffield, the following resolution was unanimously adopted:—

“Resolved—That, while we regret that any question should arise as to the due performance of Dr. Suffield's dispensary duties, still from the manner he has discharged the onerous duties of his dispensary district for the last 12 years, which has been to our entire satisfaction and approval, we feel that the present case has arisen from some mistake or misconception on both sides, and not from any wilful neglect of duty on the part of Dr. Suffield, more especially as this is the first charge

charge of the kind ever preferred against him in connection with his dispensary duties during a long term of years ; and, under the circumstances, we feel we may fairly look to the Commissioners taking the same view of the matter. We feel assured that no such cause of complaint is ever likely again to arise, and that when the matter is intimated to Dr. Suffield he will make such arrangements as will prevent the possibility of a visiting ticket being again refused by a servant. On reference to the dispensary records, it will be found that Dr. Suffield has performed a very large amount of duty : since the 1st of January 1864 there have been 90 visiting tickets, and 128 visits paid on same. The books are correctly kept, and the dispensary is in a most satisfactory and efficient state, which exhibits an amount of care and attention on the part of the medical officer, and calls for the approval of this Committee ; and, on the whole, we trust the Commissioners will coincide in the resolution now adopted.

(signed)

" *John E. Adamson.*

" *H. C. Smith.*

" *Hyacinth D'Arcy*, Chairman.

" *Walter S. Wall*, Hon. Secretary."

No. 23.

(No. 9716—1864.)

LETTER from the Commissioners to the Clifden Dispensary Committee.

Poor Law Commission Office,

Dublin, 12 May 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of the resolution passed at a meeting of the Committee of Management of the Clifden Dispensary district on the 7th instant, after consideration of the Commissioners' letter, of the 27th ultimo, on the subject of the complaint preferred by the Rev. John O'Malley against Dr. Suffield, the medical officer of the district.

In this resolution the guardians advert to the manner in which Dr. Suffield has performed the duties of his dispensary district during the last 12 years, and to the fact that this is the first charge of the kind ever preferred against him in connection with his dispensary duties, and express their assurance that no such cause of complaint is ever likely again to arise ; and that, when the matter is intimated to Dr. Suffield, he will make such arrangements as will prevent the possibility of a visiting ticket being again refused by a servant.

In reference thereto, the Commissioners request that the Committee of Management will have the goodness to communicate the contents of the Commissioners' letter of the 27th ultimo, and also the resolution of the Committee of the 7th instant, to Dr. Suffield, in order that he may be in a position to give the assurance referred to in the resolution ; and also that he will abstain in future from any interference in the election of guardians beyond the exercise of his privilege as a voter.

By order, &c.

B. Banks, Chief Clerk.

Walter S. Wall, Esq., Honorary Secretary,
Clifden Dispensary Committee,
Errislannan, Clifden.

No. 24.

(No. 10,112—1864.)

LETTER from the Honorary Secretary of Clifden Dispensary Committee to the Commissioners.

Errislannan, Clifden,

16 May 1864.

Gentlemen,

I HAVE to acknowledge receipt of your letter of the 12th instant (No. 9716—1864), and in reply to state that I have made the medical officer, Dr. Suffield, acquainted

acquainted with your letter and the resolution of the Committee of the 7th instant, and he informed me that he would communicate to you his intention of giving the necessary assurance referred to.

I have, &c.
(signed) *Walter S. Wall.*

To the Commissioners for Administering
the Laws for Relief of the Poor in Ireland.

No. 25.

(No. 10,213—1864.)

LETTER from Dr. *Suffield* to the Commissioners.

Gentlemen,

Clifden, 16 May 1864.

THE Clifden Dispensary Committee have conveyed to me the contents of your letter to them of the 27th ultimo, relative to a charge preferred against me by the Rev. J. O'Malley; the Committee have also informed me of the resolution adopted thereon at their meeting on the 7th instant.

I very much regret that there should be any question arise as to any act of mine in connection with my dispensary duties, or that they should in the least meet your disapproval in taking an active part in the election for a Poor Law Guardian. I did so in perfect ignorance that it was contrary to your desire; now that I am aware of the Commissioners' rules, I will not, for the future, exceed the limits you point out.

I have already made arrangements which will prevent the possibility of a visiting ticket being again refused by a servant.

Trusting the Commissioners will accept my respectful thanks for their favourable consideration, and assuring them that no effort will be wanting on my part for the due and efficient discharge of my dispensary duties,

I have, &c.
(signed) *William H. Suffield, M.D.*

To the Poor Law Commissioners
for Ireland.

No. 26.

(No. 10,213—1864.)

LETTER from the Commissioners to Dr. *Suffield*.

Poor Law Commission Office, Dublin,
19 May 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your letter of the 16th instant, informing them that the contents of their letter of the 27th ultimo, relative to charges preferred against you by the Rev. J. O'Malley, have been made known to you, together with the Resolution thereon adopted by the Clifden Dispensary Committee on the 7th instant, and stating at the same time, that now that you are aware of the Commissioners' rules in regard to the interference of union officers in the election of guardians, you will not for the future exceed the limits pointed out by them; and further, that you have already made arrangements which will prevent the possibility of a visiting ticket being again refused by a servant; and the Commissioners desire to state that they rely on your adhering closely to the line of conduct in future, to which you have pledged yourself in your letter.

By order, &c.
(signed) *B. Banks, Chief Clerk.*

To W. H. Suffield, &c.
Clifden.

No. 27.

(No. 10,213—1864.)

LETTER from the Commissioners to the Rev. *J. O'Malley*.Poor Law Commission Office, Dublin,
19 May 1864.

Rev. Sir,

ADVERTING to the correspondence which has taken place on the subject of the charges preferred by you against Dr. Suffield, medical officer of the Clifden Dispensary District, the Commissioners for Administering the Laws for Relief of the Poor in Ireland, desire to acquaint you that on the 27th ultimo they forwarded to the Dispensary Committee a copy of the Minutes of Evidence taken by Dr. King on the inquiry, together with an intimation of their views thereon, to the effect that there had been a clear default of duty on the part of the medical officer in regard to the red ticket issued for Brian Dempsey, and that this occurred at a time when Dr. Suffield was on the eve of his departure to another part of the union, where the election of a member of the Board for Rinvyle Electoral Division was in progress, for the purpose of taking an active part in canvassing for a particular candidate. The Commissioners, at the same time, dwelt upon the impropriety of a paid officer of the union interfering by active canvass in the election of the guardians.

The Dispensary Committee, having been specially summoned to consider the matter, passed a resolution on the 7th instant expressing their high sense of the manner in which Dr. Suffield had discharged his dispensary duties generally, and their conviction that the case in question had arisen out of some mistake or misconception, and not from any wilful neglect of duty on his part, the present being the first charge of the kind ever preferred against him in connection with his dispensary duties.

The contents of the Commissioners' letter of the 27th ultimo, and of the above resolution of the Committee, having been communicated to Dr. Suffield, he has addressed the Commissioners, stating that now that he is aware of the Commissioners' rules regarding the interference of paid officers in the election of guardians, he will not for the future exceed the limits pointed out by them; and that he has made arrangements which will prevent the possibility of a visiting ticket being again refused by a servant.

In communicating to you the result of the inquiry, and the correspondence which has taken place on the subject, the Commissioners desire to convey to you their belief that much public benefit will be derived from the part taken by you in promoting the inquiry.

By order, &c.

(signed)

B. Banks, Chief Clerk.

To the Rev. John O'Malley,
Ballinakill, Clifden.

No. 28.

(No. 10,213—1864.)

LETTER from the Commissioners to the Clifden Dispensary Committee.

Poor Law Commission Office, Dublin,
19 May 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland, acknowledge the receipt of your letter of the 16th instant relating to the charges preferred by the Rev. John O'Malley against Dr. Suffield, medical officer of the Clifden Dispensary District, and the Commissioners forward to you, for the information of the Committee of Management of the district, the accompanying copy of a letter which they have received from Dr. Suffield on the subject, together with a copy of a letter which the Commissioners have this day addressed to him in reply.

By order, &c.

(signed)

B. Banks, Chief Clerk.

To Walter S. Wall, Esq.,
Honorary Secretary, Clifden Dispensary Committee,
Emslawn, Clifden.

No. 29.

(No. 10,524—1864.)

LETTER from the Rev. *J. O'Malley* to the Poor Law Commissioners.Ballinakill, Clifden, Connemara,
20 May 1864.

Gentlemen,

I BEG to acknowledge the receipt of your letter of yesterday, acquainting me with your decision relative to the charges preferred by me against Dr. Suffield.

In reference to the red ticket issued for Bryan Dempsey, you are of opinion that there was a "clear default" on the part of Dr. Suffield; but in consequence of the resolution of the Clifden Dispensary Committee, together with his promise of preventing red tickets from being refused in future by his servants, are in consideration of this being the first charge against him in regard to his dispensary duties, you have resolved to overlook the charge. It would be useless for me to tell you how partial and one-sided any resolution from the Clifden Committee must be where Dr. Suffield is concerned, since you must still look upon them as a dispensary committee. However, their resolution and their "high sense" of Dr. Suffield's conduct generally cannot prevent me from feeling that Dr. Suffield not only refused the red ticket from Larry King, but that he knew it thoroughly to be a red ticket, and that he gave directions to his servants not to take red tickets on that day, the day on which he had resolved to go at any cost to canvass at Rinvyle, and to make the most of Mr. O'Flaherty's letters.

With regard to the canvassing, you are also of opinion that he acted contrary to the regulations of the poor laws, and that he took an active part in the Rinvyle election. From this charge you have exempted him on the plea of ignorance. Dr. Suffield, you are aware, has been in official connection with the poor laws for nearly 20 years, and if you are prepared to believe he was ignorant of the offence he was committing, you will give him credit for what he does not deserve.

He interfered actively, but not overtly in more elections than Rinvyle at the late annual elections, and few men of those who know him well will accuse him of ignorance of poor law elections.

In reference to his absence from the workhouse on the 18th March 'up to 8.30 p.m. you have not said anything to me; you are aware that he is bound to attend there daily, not later than 12 o'clock noon, unless he can show some satisfactory cause of absence, whilst, in the present case, the cause of absence was itself a violation of your rules; besides, he was, on a former charge, called upon by you to resign for a similar offence, when he was allowed to escape with a caution.

Considering, then, all the circumstances of the charges, I cannot conceive any case that calls more loudly for your prompt and impartial interference; nor can I reconcile the admission and remarks contained in your letter with the decision you have come to. Could I satisfy myself that the inquiry, and my part in it, would be productive of much public benefit, as you say, I would willingly rest satisfied with your decision; but when I know it will be only productive of evil consequences to the sick poor and poor ratepayers, I cannot acquiesce in your decision.

The result of the inquiry will be to deter any man in future from interfering with negligent and intermeddling medical officers, and it will encourage Dr. Suffield to set poor laws and red tickets at defiance, as he has been in the habit of doing. In conclusion, I beg to state for your information, that I will have the matter brought before a higher tribunal (*i.e.*, if you have come to your final decision) and that revelations damaging and discreditable to you and to your medical inspector, will inevitably result therefrom. I would have borne more calmly your inconsistent decision, had I not powerful grounds for believing that influences entirely foreign to the case have had their weight in your decision. I am pained to be compelled to say it, but I must do my duty towards the poor who are confided to my care.

I have, &c.
(signed) *John O'Malley, c.c.*

To the Poor Law Commissioners,
Custom House, Dublin.

No. 30.

(No. 10,524—1864.)

LETTER from the Commissioners to the Rev. *J. O'Malley*.Poor Law Commission Office, Dublin,
25 May 1864.

Rev. Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your letter of the 20th instant, on the subject of their decision in regard to the charges preferred by you against Dr. Suffield, medical officer of the Clifden Dispensary district.

By order, &c.

(signed)

B. Banks, Chief Clerk.

To the Rev. John O'Malley, c.c.,
Ballinakill, Clifden, County Galway.

CLIFDEN UNION.

COPY of the CORRESPONDENCE between the
IRISH POOR LAW COMMISSIONERS and the
CLIFDEN DISPENSARY COMMITTEE, Dr. Croker
King, the Rev. John O'Malley, and Dr. Saffield,
with reference to the Charges against the
Medical Officers of the Union.

(*Mr. Hennessy.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1864.*

CLONMEL DISTRICT LUNATIC ASYLUM.

RETURN to an Order of the Honourable the House of Commons,
dated 2 May 1864;—for,

COPY “of all CORRESPONDENCE between the GOVERNORS of the CLONMEL DISTRICT LUNATIC ASYLUM, or any Member of the Board, with the IRISH GOVERNMENT and INSPECTORS of LUNATIC ASYLUMS, respecting the ILL-TREATMENT of a PAUPER LUNATIC named *Flynn*, committed to the Asylum about the month of August last, together with the EVIDENCE taken at the Investigation on the subject in the presence of Mr. Inspector *Hatchell*, with his REPORT and that of the Board of Governors to the Lord Lieutenant, and his Excellency’s decision thereon.”

(*Mr. Blake.*)

Ordered, by The House of Commons, to be Printed.

22 June 1864.

SCHEDULE.

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COPY of all CORRESPONDENCE between the GOVERNORS of the CLONMEL DISTRICT LUNATIC ASYLUM, or any Member of the Board, with the IRISH GOVERNMENT and INSPECTORS of LUNATIC ASYLUMS, respecting the ILL-TREATMENT of a PAUPER LUNATIC named *Flynn*, committed to the Asylum about the month of August last, together with the EVIDENCE taken at the Investigation on the subject in the presence of Mr. Inspector *Hatchell*, with his REPORT and that of the Board of Governors to the Lord Lieutenant, and his Excellency's decision thereon.

John Bagwell, Esq., to the Lord Lieutenant.

My Lord,

Marlfield, Clonmel, 15 March 1864.

I HAVE been directed by the Board of Directors of the Clonmel District Lunatic Asylum to forward the enclosed documents to your Excellency.

The Earl of Carlisle, K.G.
&c., &c.

Yours, &c.
(signed) *John Bagwell*.

REPORT of the Board of Governors of the Clonmel District Lunatic Asylum to the Lord Lieutenant.

THE Governors of the Clonmel District Lunatic Asylum, assembled at a special meeting convened for the purpose of investigating a charge of harshness and violence made by Edward Flynn, late a patient in the Asylum, having carefully and minutely examined into the matter, beg to report to the Lord Lieutenant as follows :—

That with the assistance of Dr. Hatchell, Inspector of Lunatic Asylums, we examined, on oath, Edward Flynn, who calmly and without any undue appearance of excitement or malice, detailed what we cannot but call a most melancholy history of unwarrantable and cruel mismanagement. For the details of his evidence, which was taken down, we beg to refer your Excellency to Dr. Hatchell.

Dr. Flynn, the Resident Medical Superintendent, put in a written statement of the case, which we forward to your Excellency.

We examined, but not on oath, the Head Keeper, Boland, and Hospital Attendant, Lyons, neither of whom materially contradicted the statement of the complainant. Boland showed the manner in which he was in the habit of fixing the strait waistcoat, and which he stated was known to and sanctioned by Dr. Flynn. The method appeared to us to be highly objectionable, and which will be explained to your Excellency by Dr. Hatchell. Boland also produced two leather straps, with which the patient was fastened to the iron bedstead in the hospital. The effects of this treatment have been most lamentable. The complainant exhibited his hands, wrists, and arms, all deeply cicatrized, and presenting the appearance of having undergone extensive sloughing, nearly approaching to mortification, which was actually the case as detailed by Dr. Shiell, the visiting physician, on his return from leave of absence. He will bear these marks to his grave. His hands also appear to be much weakened, and a very considerable period must elapse before he regains his former strength.

We called for the morning state-book, but no entry of the coercion used towards the patient was made, and of course the Governors were quite ignorant of the facts and its consequences.

The Rev. Mr. Crotty, Roman Catholic chaplain of the Asylum, tendered himself for examination on oath, and stated that Edward Flynn was a most violent lunatic, and in this opinion we, from all the evidence we have heard, entirely agree. Mr. Crotty further stated that during the two years in which he has

been an officer in this Asylum he never saw any cruelty or hardship used towards any patient, and that in this case constraint was absolutely necessary, and that Edward Flynn, when asked by him had he any complaint to make, said "No."

The whole case has left the most painful impression upon our minds, having for many years entertained the highest opinion of Dr. Flynn's humanity, skill, and good management, both morally and fiscally. We have been suddenly called upon to enter into this investigation, which has resulted in very materially weakening that confidence in the discretion and supervision of Dr. Flynn over the establishment which are so imperatively necessary to the well-being of the unfortunate class committed to our care.

Dr. Flynn being the officer of the Government, we do not feel it within our province to make any suggestion, but, having brought this very painful and distressing case before your Excellency, we now leave it in your Excellency's hands to deal with as your well-known humanity and experience may dictate. We, however, wish it to be distinctly understood that whilst we are quite aware of the very violent form of insanity, with strong tendencies to self-destruction, exhibited by Edward Flynn, and to prevent which the most vigilant and unceasing precautions were absolutely necessary, still we cannot shut our eyes to the fact that those precautions were taken in such a manner as to inflict severe, if not lasting injuries on the patient, and that neither the coercive measures made use of, or the injurious results consequent thereon, were reported to the Board or recorded in the morning state book.

The Governors further wish to express with reluctance their fears that latterly the Medical Resident Superintendent has not exercised that amount of personal supervision over the keepers which is absolutely necessary to ensure the patients from the possibility of harshness on the part of the servants of the establishment.

We do not know whether it was the duty of Dr. Shiell to have reported the state of the patient Flynn to the Board, but it appears to us that it would have been better had he done so, particularly as no case book has been latterly kept in the Asylum, and it appears strange to us that this circumstance should have so long escaped the notice of the Inspectors General upon their visits to this establishment, believing, as we do, that to be their peculiar duty.

(signed) *John Bagwell*, Chairman.

Board Room, Asylum, Clonmel, 15 March 1864.

District Lunatic Asylum, Clonmel, 8 March 1864.

Dr. Flynn respectfully submits,

ee No. 6.

In addition to his own professional* statements submitted to and offered to be sustained on oath before the special Board of 5th and 7th March 1864 (Dr. Hatchell present), the evidence of Nos. 1, 2, 3, 4, 5, also offered, but not taken or even noticed, Dr. Flynn claims in justice that the evidence may receive fair consideration, and that the unsupported sworn testimony of a lunatic coming into the Asylum under circumstances so peculiar as are evident from every point of view, "suicidal and maniacal in the extremes" may not be allowed to bear down everything before it; the more so since these parties, Nos. 1, 2, 3, 4, 5, were not called on before the Special Board, nor was any rebutting or qualifying testimony admitted on oath, but, on the contrary, absolutely objected to and refused.

Dr. Flynn begs to submit that on Tuesday 1st of March 1864, exactly eight months after the alleged violence and harshness, he heard of it from Mr. Bagwell and Mr. Kenny, for the first time, that inspectors, and others occasionally, Dr. Shule most frequently, and Dr. Flynn twice, and for nearly two months thrice, daily and nightly, visited this patient, yet not a word of complaint ever reached any one of them from him during these eight months.

Dr. Flynn holds it to be his first conscientious duty, and at all hazards to save life; in trying to do so for this patient he exercised, to the best of his judgment, an unceasing anxiety and care (during Mr. Shiell's absence) to do so, and after Dr. Shiell's return at the latter end of July 1863, in compliance with Privy Council Rules, he called Dr. Shiell's special notice to the case, and acted in the most cordial and scrupulous manner with Dr. Shiell throughout this distressing attendance.

Dr. Flynn

Dr. Flynn has to remark that expert or trainable attendants were at all times difficult, and are now nearly impossible from many causes in this district; but so far as matters appear to Dr. Flynn, after 23 years' experience, these attendants, such as they are, had to deal with one of the worst and most deplorable cases of suicidal mania that it was Dr. Flynn's lot to have ever witnessed.

A long and honourable public service in this asylum, borne testimony to by every authority, and by patients' friends from every quarter for uniform kindness, and attention will have, Dr. Flynn trusts, due weight, and obtain a full and fair inquiry into what Dr. Flynn, from statements current in Clonmel, believes to be "a money case," or an action at law to obtain it.

(signed) *J. Flynn.*

(No. 1.)

JOHN LEONARD attendant in the Parent Clonmel Lunatic Asylum states:—

That, in his turn, he had been on night duty, watching the patient Edward Flynn.

He was put in a single room, when violent, in the yard, after his admission. It is not true that Flynn was put in without clothes. Witness bears testimony that Dr. Flynn was constant in his visitation, night and morning and oftener, on patient Flynn and other patients. It is false that Leonard ever struck Flynn with a key or kicked Flynn. Flynn's violence at all times was very great; that when on one occasion in the yard the fire pipe of engine was exercising he rushed and broke it; that to prevent Flynn from trying to force himself through windows near the door he had to be violently pulled back; that while confined in the single room a night attendant was placed by Dr. Flynn at his door; that Dr. Flynn constantly visited him; that his great violence rendered it necessary to restrain him, or the patients would beat or injure him; that he (Leonard) never saw any attendant beat, nor Colborne strike him with a brush handle; that he (Leonard) constantly sat near him and tried to prevent him from running his head against the walls.

I state the above is true and will swear it.

7 March 1864.

(signed) *J. Leonard.*

(A true copy.)
(signed) *J. Flynn*

(No. 2.)

GEORGE MASON, male attendant, was wardman when Edward Flynn was admitted; took night duty in his turn over Flynn; Flynn was confined in a single room after admission; and George Mason had to watch him, in turn, there and in the hospital.

George Mason bears testimony that he never saw Flynn put into a cell by day without clothes; never saw Flynn struck by any attendant; Flynn was violent in the extreme; saw him half way through one of the windows after breaking the glass one day; Dr. Flynn constantly (so far as George Mason observed) attended to Flynn, visited him, and ordered a big chair to be put near Flynn's door outside at night, that the attendant on duty by night might always be near to aid, if need required it; the chair being at an angle so as to command both corridors where violent patients slept.

George Mason saw Flynn dash his head against the walls near Mara's Seat.

George Mason further states, that when Flynn was pounding his head at night against the walls of his room, and beating at the door, he (George Mason) went in with other attendants (called up), Leonard and Boland, and then only put on a waistcoat to prevent Flynn, as George Mason believes, from committing suicide.

This is all the material evidence George Mason has to say.

I will swear to the truth of this.

7 March 1864.

(signed) *George Mason.*

(True copy.)
(signed) *J. Flynn.*

(No. 3.)

WILLIAM ENGLAND, ward attendant of the Clonmel Lunatic Asylum states, that he was on night duty, in turn, over Edward Flynn, after his admission into the Clonmel Asylum. Never saw Flynn put into a cell without clothes during the daytime; never saw any attendant strike him with key, brush, handle, or kick him; was assisting Leonard, and others, in removing him from the yard, when violent, to a cell; saw him frequently violent in the yard, and, on one occasion, had to get an attendant to remove him from violently assaulting England, and trying to force England's key from him (England); while in charge of Flynn in the hospital, in turn, Flynn violently attempted to get out of hospital—made a run at the fireplace, and thought to injure himself at it.

He was constantly attempting violence in the hospital. England remained up, in turn, on duty, till relieved at 2 o'clock, A.M.; saw Dr. Flynn at all times, by day and night; very careful and attentive to Flynn, while England was on duty.

I will swear that this is true.

(signed) *William England.*

(True copy.)
(signed) *J. Flynn.*

(No. 4.)

JOHN HAWKS, tailor in asylum; works at refractory yard, in tailors' shop; remembers when Edward Flynn was admitted as a patient; never saw an attendant strike or beat him with key or brush-handle; saw him often violent, and trying to force himself through windows; frequently called outside, when Flynn was in the yard, to aid the attendants in controlling him in the yard; and on one occasion remembers well, while in charge of an attendant, he made away, and tried to dash his head against the wall; he (Hawks) rushed between him and the wall, and thus prevented him; no restraint of any kind was then on him; saw him some days after, when Flynn assailed the attendants exercising the fire-hose, and he (Flynn) smashed it before any aid could be given; these things occurred during the daytime.

John Hawks will swear to the truth of the above.

(signed) *J. Hawks.*

7 March 1864.

(True copy.)
(signed) *J. Flynn.*

(No. 5.)

THOMAS WALL, attendant, was on duty at night in the corridor, over Edward Flynn, put there by Dr. Flynn; saw him in the yard, attempting to get through the windows, near the entrance-door; broke the windows; broke windows on several occasions; the attendants were watching him, and he broke away from them; in the cell, he attempted, while Wall was on duty, to destroy himself, by dashing his head against the walls.

Two attendants, Leonard and Wall, endeavoured, by sitting each side of him, to prevent him from dashing his poll against the wall, and breaking his head; did it in spite of both, very severely.

Saw Dr. Flynn constantly attending to Edward Flynn.

I will swear to the truth of the above.

(signed) *Thomas Wall.*

7 March 1864.

(True copy.)
(signed) *J. Flynn.*

(No. 6.)

PATRICK EDWARD FLYNN, admitted on 30th June 1863, by resident medical superintendent, as a "dangerous and urgent" case, on the representation of George Goold, Esq., R. M.

Dr. Shiell being from home, Dr. Flynn had not the opportunity of consulting with him on the point, as he usually does in cases of "urgency," demanding instant admission. Admitted at once, although certificate informal. (*See Mr. Goold's note appended to certificate.*)

As is usual (this patient, who appeared powerful and violent, was similarly treated), patients are placed for a few days under surveillance, in order to study their tendencies and dispositions.

From the day of his admission, he was violent and dangerous to himself and others. (*See report of head attendant, 1 July 1863.*)

He was placed by night in a comfortable single room next to another suicidal patient, and an attendant placed to watch both.

On 9th July 1863, he was put under lowering treatment by blisters to his nape and shoulders.

On 11th July 1863, simple dressing; but a loose jacket was obliged to be put on to keep the dressings from being torn off.

On the 29th, had the benefit of Dr. Shiell's advice and aid, and he was put on lowering medicines, but not removed to hospital till 30th, from total absence of sleep, violence, and attempts at self destruction, by dashing himself against walls, and breaking glass (*see reports of attendants*); he was, on 4th August 1863, put under the powerful influence of Battley's sedative (25 drops H. S.) each night.

He was now visited twice daily, and once at night by Dr. Flynn, and at uncertain hours, 9, 10, 11, 12, and even one o'clock.*

He

* *Observation.*—Dr. Flynn claims no merit for this unseasonable visitation, and which he will explain on oath, as it refers to matters outside altogether his public duties, and of a painful nature.

He could not be kept in bed in the hospital, although two attendants were in constant watching and care of him, dashing his head against the walls, and wrenching his arms in the most painful manner.

Head shaved, blistered, and, as a necessary consequence, arms confined by vest and bed straps to prevent tearing off the blisters, and, subsequently the dressings; a foot-strap put on loosely to keep him in bed, and at Dr. Shiell's suggestion, bed removed to middle of the floor; hands got sore from struggling; no dressing could be kept on; torn off by him; irritation, of course, very great; diet, full half-a-pint porter and half-a-pound of beef-steak, morning and midday. (*See diet book.*)

Anodynes continued, H.S., 9th August, stimulating ointment applied, forcibly kept on by bags over his hands.

August 12. Slough dressed forcibly by Peruvian Balsam, carrot poultices over it.

17th August, repeat ointment as before.

August 21. Anodynes useless to procure sleep; infusion of digitalis, $\mathfrak{z}$ viii, $\mathfrak{z}$ ss three times a day, suggested either by Dr. Shiell or Mr. Graham (the visiting apothecary), being probably the most powerful known sedative.

Pulse lowered greatly.

25th August 1863. Continued the dressing.

7 September 1863. Repeat the digitalis as before.

10th Sep. 1863.—Castor oil, $\mathfrak{z}$ iss.

13th Sep.—Having become calmed, no further medical treatment adopted, beyond dressing sores, which rapidly got well.

Oct. 1.—Set to use gymnastics until removed by family: aperient pills occasionally.

J. Flynn.

2 March 1864.

OBSERVATIONS.

Dr. Flynn has nothing to add, so far as he is concerned, about the patient. Dr. Shiell and himself (Dr. F.) conscientiously discharged their medical and other duties. For details of attendance Dr. Flynn is glad that the following servants are still in the asylum, and their evidence may or may not be called for just as seems fit.

Dr. Flynn has had little conversation with them, and leaves them to tell their own sad story of duty and hardships, not only regarding Edward Flynn, but every other patient. The names of these parties are:—

James Bolan.
John Lyons.
John Leonard.
William England.

George Mason.
Thomas Wall.
John Hawks.

Let it be remembered that now almost 85 per cent. of the patients are dangerous and violent since the chief part of the harmless has been removed to auxiliary asylums.

(signed) *J. Flynn, M.D., T.C.D.*
Resident Medical Superintendent.

2 March 1864.

MEMORANDUM.

Dr. Flynn again begs to state, and cannot too often repeat it, that not a whimper of complaint reached his ear, nor that of Dr. Shiell, from this patient during the eight months that he was in the asylum, especially for the three months he was convalescent, and in constant and friendly conversation with both medical officers, daily with one, and three or four times a week with the other, more or less.

J. Flynn.

EVIDENCE taken on oath before the Inspector, Dr. Hatchell at the instance of the Board of Governors; 7 March 1864.

EDMOND FLYNN sworn.—Remembers being a patient in this house. First sent to a cell in a corridor. Not tied for the first night; comfortable bed in cell. Next morning put into an empty boarded cell in his shirt only; no other article of clothing. Left in about half the day. Got no food in it. Attendants visited during the time; looking in occasionally through the door, and once entered the cell. Forcibly taken into the cell, but was not struck by them. Was knocking at door and trying to get out; that is the reason I was confined there. Same evening removed to a cell with a bed. Don't recollect seeing Dr. Flynn that day or evening. Not tied on putting me in. I remained in same cell next day. Dr. Flynn saw me next day; got food twice. Next day passed in same cell. In about three weeks after admission removed to hospital. A week before going to hospital, servant struck me with keys on hand. Got a kick from some keeper. Strapped down on my back in the yard by Ready, the attendant, and afterwards was strapped down in cell, both hands tied behind me. Did not see Dr. Flynn that day. Did not tell

tell Dr. Flynn. Left that day and night tied as described. Tried to cover himself in bed with his teeth. Lay part of the night uncovered. Mason sat in the cell for an hour. Straps tight and hands swollen. Dr. Flynn saw me in the morning; my wrists cut with straps; shewed it to Dr. Flynn. Hands recovered before removed from hospital, a week after. A jacket and straps used occasionally through the week. Boland then put the jacket on, then strapped my arms behind my back in bed. In that position straps put on at 10 o'clock at night; removed at 11 next day. Gave me a cold bath in Dr. Flynn's presence. Dr. Flynn not present when the strait waistcoat was put on; was when taking it off. Removed from cell to hospital with violence, the attendants did not kick or strike me; put me in bed, and put the jacket on, and strapped me in the bed, over the elbows; I got my wrists under the rails of the bed; that night, an attendant (Lyons) gave me a little sour milk; remained two nights and a day in that position, and discharged my bladder and bowels in bed; tied by the legs also; next evening, clots of blood, in large quantities, passed through mouth and nose; about half a pint on the wall and bed; not caused by a wound in head, or from gums; four patients in hospital; and attendant was up that night; not unkind that night; saw Dr. Flynn and Sheill next day about 12 o'clock, when straps were removed; my arms were in a terrible way; no straps put on my wrists after; Dr. Sheill attended me; the waistcoat put on after, and feet tied, and a strap across my waist for a week; remained in hospital until well; Lyons strapped me in firm several times; did not report it to Dr. Flynn; obliged to be fed first month; Lyons would not loose me, through fear of Boland, to obey the calls of nature, and was obliged to pass my urine under me; had sufficient diet; Coburn up at night occasionally; struck me with a brush-handle in the back, and with a strap; Boland, during five months recovering, did not ill use me; Lyons saw me spit up the blood; once struck my head against the wall; cut it in the hospital; was sore and bleeding, when I went to the hospital.

England saw me strike my head; nothing done for the spitting of blood; Dr. Flynn said it was blood; Lyons told Dr. Flynn I spit blood, also said it came from his arms; Dr. Flynn rubbed ointment to me before going to hospital.

Rev. WILLIAM JOHN CROTTY, sworn. About the time Flynn received injuries, the keepers called my attention to him; saw him under mechanical restraint in hospital, used for keeping on dressings, and did not see any blood in the room; did not make any complaint against any one; seemed to feel that severe treatment was necessary; parents complained to me that he received bad treatment, about the time he entered the hospital.

COPY of MINUTE of the Board of Governors.

District Lunatic Asylum, Clonmel, 14 June 1864.

MINUTE.

THE Board of Governors of the Clonmel District Lunatic Asylum, have had before them on this day, a letter from Major-General Sir Thomas A. Larcom, K.C.B., dated 6th June 1864, with copy of an Order of the House of Commons, dated 2d May 1864, requiring by order of his Excellency the Lord Lieutenant "A copy of the evidence therein required other than that which was taken on oath, of which Dr. Hatchell has furnished a copy."

And state in reply, that no Records whatever exist hereof, and no Minutes of evidence, as required have been taken down at the Special Boards of 5th and 7th of March 1864; that therefore none can be supplied.

(signed) *Charles Bianconi*, Chairman.

(A true copy.)

(signed) *James Flynn*, M.D., T.C.D.,
Resident Medical Superintendent,
District Lunatic Asylum, Clonmel.

The Inspectors of Lunatic Asylums to the Under Secretary.

Office of Lunatic Asylums, Dublin Castle,
1 April 1864.

THE Inspectors have the honour to state, for the information of his Excellency the Lord Lieutenant, that they have most carefully perused the statement of the Board of Governors of the Clonmel District Lunatic Asylum, and its accompanying documents.

Already

Already furnished with the details, as one of them was present at the investigation, they had fully discussed the merits of the case, and are clearly of opinion that in the treatment of the lunatic, Edward Flynn, the resident Medical Superintendent not only displayed a want of foresight and judgment, but was also highly culpable through inattention.

He should, in the first instance, have observed that the strait waistcoat was not improperly fastened, and on no account have allowed it to be so long employed without examining into the condition of the patient's wrists and arms, no matter how violent or dangerous he might at the time have been; for on the one hand if it was necessary to use the waistcoat as a protection, on the other due precaution should have been taken that it did not produce any bad effects. Unfortunately, however, from a thoughtless neglect the very reverse was the case.

The Inspectors do not attribute intentional cruelty either to the attendants or to Doctor Flynn: whom serving in the Clonmel Asylum, they had hitherto every reason to appreciate, and whom they regarded as being particularly attentive to his duties, and in justice to him they must say that the Clonmel Asylum has been remarkable for its cleanliness, order, regularity, and domestic comfort; it is, therefore, the more painful to them to express in the present instance the opinion they have just given,

Reference is made in the annexed statement to the fact that for some time past the Board were apprehensive Doctor Flynn had not exercised the requisite supervision over the attendants. This intimation takes the Inspectors by surprise, for they had been always under the impression, from what they had heard and personally witnessed at various and recent meetings of the Governors, that he possessed their confidence to a very great extent, and was looked upon by them in the most favourable light, so much so, that on the opening of the Auxiliary Asylum they proposed entrusting him with the general supervision of both Institutions.

As to the doubt expressed by the Board, whether Dr. Shiell should not have reported the state of the patient to them, the Resident Medical Superintendent being the proper medium for bringing all matters deserving particular notice under the consideration of the Governors, the Inspectors do not think it the duty of the Consulting and Visiting Physician to report cases under his treatment to the Board; at the same time, had he thought the injuries to the patient Flynn resulted from intentional cruelty or bad treatment on the part of the attendants, they have no doubt he would have done so.

Finally, with reference to the observations of the Governors, that they thought it strange the circumstance of the non-existence of a case book should so long have escaped the notice of the Inspectors, the Inspectors beg to state that their observations appear to have been founded on a misconception as to facts. A case book has been kept by the Resident Medical Superintendent, and is now before them, and in it they find notes of the lunatic Flynn's case from the date of his admission—his symptoms, treatment, the medicines prescribed, &c.

The Governors probably intended to refer to the daily statement book, in which certainly no entry of the patient's having been placed under restraint was made.

The explanation given by Doctor Flynn is that the restraint was used as a therapeutic appliance, and kept up to prevent him from tearing his skin or flesh, he having been blistered; the Inspectors think, however, such an entry should have been made.

It so happened that on the 24th July, one of the Inspectors visited the Clonmel Asylum, when he saw the lunatic in a high state of mental excitement two days before he was placed under restraint; he could not, therefore, take cognizance of a fact which had yet to occur.

Again, on the 29th September a second visit was made, when the patient was well and out on the grounds, and on that occasion was seen, as well as every other patient, by the Inspector who heard, as is his habit, whatever they had to say; but no complaint was made to him by the patient, Edward Flynn; consequently he could not have any data for inquiry.

The Inspectors, while indisposed to extenuate the neglect, or be it the highly culpable omissions of the resident Medical Superintendent of the Clonmel Asylum, feel it a duty at the same time to bear testimony to his character for attention and humanity during the twenty-five years he has been connected with that Institution.

The Under Secretary,
&c. &c. &c.

(signed) *John Nugent,*
Geo. W. Hatchell.

(A true copy.)

(signed) *W. J. Corbet*, Chief Clerk,
Office of Lunatic Asylums, Dublin Castle.

7 May 1864.

The Under Secretary to Dr. *Flynn*.

Sir,

Dublin Castle, 9 April 1864.

I AM directed by the Lord Lieutenant to acquaint you that his Excellency has had under his consideration the communication of the Board of Governors of the Clonmel Lunatic Asylum of the 15th ultimo, and the report of the Inspectors of the Lunatic Asylums, of the 1st instant, on the documents referred to therein. His Excellency observes, with regret, that the Inspectors have arrived at the opinion that, in the treatment of the lunatic, Edward Flynn, you have not only displayed a want of foresight and judgment, but were also highly culpable through inattention.

The Inspectors, at the same time, acquit you of any charge of intentional cruelty, and bear testimony to your attentive discharge of your duties hitherto, and to the cleanliness, regularity, and domestic comfort for which, under your management, the Asylum has been remarkable.

Under these circumstances, His Excellency confines himself to an expression of grave displeasure; adding, that any future occurrence of a like nature, would render it impossible to retain you in the responsible office of Resident Medical Superintendent.

Jas. Flynn, Esq., M.D.,
Lunatic Asylum, Clonmel.

I am, &c.,
(signed) *Thos. A. Larcom.*

The Under Secretary to *John Bagwell*, Esq., M.P.

Sir,

Dublin Castle, 9 April, 1864.

REFERRING to your letter of the 15th ultimo, with its enclosures, relating to a complaint against Dr. Flynn, the Resident Medical Superintendent of the Clonmel District Lunatic Asylum, I am directed to transmit herewith, for the information of the Board of Governors of the above Asylum, copy of a communication which has been addressed, by His Excellency's desire, to Dr. Flynn, upon the subject of the complaint in question.

John Bagwell, Esq., M.P.,
Marlfield, Clonmel.

I am, &c.,
(signed) *Thomas A. Larcom.*

CLONMEL (IRELAND) LUNATIC ASYLUM.

COPY of all CORRESPONDENCE between the
GOVERNORS of the CLONMEL DISTRICT LUNA-
TIC ASYLUM, or any Member of the Board,
with the IRISH GOVERNMENT and INSPECTORS
of LUNATIC ASYLUMS, respecting the IL-
TREATMENT of a PAUPER LUNATIC named
FLINN, &c.

(*Mr. Blake.*)

Ordered, by The House of Commons, to be Printed,
22 June 1864.

DUNDALK UNION.

RETURN to an Order of the Honourable The House of Commons,
dated 19 July 1864 ;—for,

COPIES “ of the CHARGES against the MASTER of the DUNDALK WORKHOUSE,
into which Captain *Robinson*, Poor Law Inspector, held an Investigation on
the 17th day of June last:”

“ Of MINUTES of EVIDENCE :”

“ Of Captain *Robinson*’s REPORT thereon :”

“ And, of MINUTES of BOARD of GUARDIANS of the DUNDALK UNION, of the
27th day of June last, and the 2d and 9th days of this instant July.”

Poor Law Commission Office, }
Dublin, 26 July 1864. }

B. BANKS,
Chief Clerk.

(*Mr. Hennessy.*)

Ordered, by The House of Commons, to be Printed.
29 July 1864.

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COPIES of the CHARGES against the MASTER of the DUNDALK WORKHOUSE, into which Captain *Robinson*, Poor Law Inspector, held an Investigation on the 17th day of June last; of MINUTES of EVIDENCE; of Captain *Robinson's* REPORT thereon; and of MINUTES of BOARD of GUARDIANS of the DUNDALK UNION, of the 27th day of June last, and the 2d and 9th days of this instant July.

DUNDALK UNION.

No. 1.

(No. 11,137/64.)

EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Monday, the 30th day of May 1864.

Present:—In the Chair, Samuel Bradford, Jun., Esq.

Other Guardians:

Thomas Bradford,
Nicholas Conroy,
Bernard Coleman,
Samuel Bradford,
Robert Dickie,

Alexander M'Crocker,
Christopher Neary,
Pakenham Beatty,
John Duff, Esquires.

The Report of the Visiting Committee was read, and orders were made thereon as follows:—

May 27. Visited several departments of the house, found the wards, beds, and bedding clean, and in a satisfactory state. Inspected the bread and milk, consider the bread and new milk good; the butter-milk not quite so good as it might be; an aged woman, named Rose Buchanan, complained that she was forcibly removed from the dining-hall, when at dinner, by the master, and locked up in a place of confinement for several hours.

(signed) *Pakenham Beatty.*

The master reported that he confined Rose Buchanan in the "Lock-up" for 5½ hours, for persisting in creating disturbance in the dining-hall, and endeavouring to excite the inmates to insubordination; also, John Madden, for seven hours, for using violence to other inmates and frequenting the female yard.

Both approved of.

No. 2.

(No. 11,625/64.)

EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Monday, the 6th day of June 1864.

Present:—In the Chair, Samuel Bradford, Jun., Esq.,

Other Guardians:

Richard Byrne, J. P.
William M'Culloch,
William Robert Rogers,
Thomas Peter Callan,
Bernard Coleman,
Peter Callan,

Samuel Bradford,
Robert Dickie,
John Duff,
Pakenham Beatty,
William M'Ardle,
Patrick Wood, Esquires.

Proposed by Mr. Callan, and seconded by Mr. Byrne, "That the Poor Law Commissioners be requested to direct Mr. Robinson, Poor Law Inspector, to come down and inquire into a complaint made to the Board at the last meeting by a pauper named Rose Buchanan, aged 70 years, viz., that the Master on two occasions locked her up in a confined, cold, flagged place, for several hours, to a late as nine o'clock, p.m., without even a seat to sit upon; and that in bringing her there, he dragged, kicked, and otherwise abused her, in a way unfit for an old sickly woman, as she states she is."

Mr. McCulloch moved a negative, which was seconded by Mr. Samuel Bradford, sen.

On a division being taken, the motion was carried by seven to five.

No. 3.

(No. 11,625/64.)

LETTER from the Commissioners to Mr. Robinson, Poor Law Inspector.

Poor Law Commission Office, Dublin,

11 June 1864.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland transmit to you the accompanying Extract from Minutes of Proceedings of the Board of Guardians of Dundalk Union on the 6th instant, in which the guardians request an inquiry into a complaint that has been preferred against the Master of the Workhouse of having illtreated a pauper inmate, named Rose Buchanan, and the Commissioners request that you will have the goodness to inquire into the facts of the case, and to furnish them with a report thereon.

H. Robinson, Esq.,
Poor Law Inspector,
Pilot View, Dalkey.

By order, &c.
(signed) B. Banks,
Chief Clerk.

No. 4.

(No. 11,625/64.)

LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,

11 June 1864.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of Minutes of Proceedings of the Board of Guardians of Dundalk Union on the 6th instant; and desire to inform the guardians that they have instructed their inspector, Mr. Robinson, to inquire into the complaint preferred against the Master of the Workhouse by a pauper inmate, named Rose Buchanan, and to furnish them with a report thereon.

To the Clerk,
Dundalk Union.

By order, &c.
(signed) B. Banks,
Chief Clerk.

No. 5.

(No. 12,092/64.)

LETTER from Mr. Bernard Coleman, Poor Law Guardian, to the Commissioners -

Gentlemen,

13 June 1864.

I FIND, by a letter from you read at a meeting of our Board to-day, that you have ordered an inquiry, according to the Resolution of the Board on the 6th instant, into the complaint of the pauper, Buchanan.

I now

I now beg, gentlemen, to direct your attention to the statement made by the master to the Board on that day; it is too gross to write you, but I inclose a report of it, taken from a paper published in Dundalk, a reporter from it being present.

I feel, as many of the guardians do, that the expression of the master was uncalled for, whether the woman made use of such words or not; that it was made use of by him to give offence to me; and I must now complain that he has on many occasions, on my visiting the house, taken opportunity to offend and insult me; and nearly at all times in the presence of some one of the officers. I have only brought the first of these cases under the notice of the Board, when he was advised by the chairman, Sir John Robinson, to be respectful. After hearing the master's explanation, and from the feeling shown by some of the guardians in this case, I took no notice of the others. I wished matters to pass on quietly. But now, that part of the complaint I make arise out of what will come before Captain Robinson, I respectfully beg to ask you to have a report from him on these charges, that you may express an opinion upon it; and, as Captain Robinson has fixed on next Friday for the inquiry, immediate communication from you to him on the subject is necessary.

I have written to, and inclosed newspapers' reports to Captain Robinson on this subject; and had a reply that is satisfactory, stating, that if the inquiry was ordered I would have an opportunity of stating the language of the workhouse master alluded to by me. I will send on to-morrow a statement of the conduct of the master towards me, that I complain of, to Captain Robinson.

I have, &c.

To the Poor Law Commissioners,
Dublin.

(signed) *Bernard Coleman.*

Enclosure in No. 5.

EXTRACT FROM NEWSPAPER REPORT.

The Complaint of a Pauper.

AN old woman, named Rose Buchanan, who represented herself as being over 70 years of age, complained of the manner in which she had been treated by the master during the previous week. She stated that, in consequence of something she said in the dining-hall, the master told her "not to let a word out of her head"; that he dragged her out, and "pushed her poor frame" about, till he got her to the lock-up, where he confined her from two o'clock till nine. She also complained of treatment received on a previous occasion, when she was locked up, on which the master said, "Let Bernard Coleman take you out of that." The woman, who told her story in a rather disconnected manner, said, she had seen better days, having lived with the chairman's uncle, with Mr. Ormsby, Mr. Coulter, Mr. Robert Bailie, and others, and she considered it very hard if, in her old age, the guardians would allow her to be murdered in the Dundalk Workhouse.

The master's journal was produced, and in it was a report that Buchanan had been confined in the lock-up for five hours, "for creating a disturbance and endeavouring to excite the paupers to insubordination."

Buchanan.—Is it an old woman like me excite them to insubordination.

The *Porter* was examined; but he was not present in the dining-hall at the commencement. He saw Buchanan brought down by the master, on which he went up and asked, "If there was a row?" Buchanan then said to the master, "Oh, you villain, I will make you look out."

Mrs. Kane, the matron, said that the master put a woman out of the dining-hall on the day of the disturbance, when Buchanan began to talk, although they are not allowed to speak during meal time. There was a noise in two minutes, which Buchanan had been instrumental in causing, as she was the first to speak. There was so much murmuring and talking, she could not tell what was said, though she heard something about "murdering."

Master.—She said, that "neither the doctor or I would get leave to murder them now." It all arose out of the accident to M^rParlan. They thought to make it be believed that she had been murdered.

The *Schoolmistress* said, Buchanan did nothing more than had been stated; she did not beat or strike any one; she said, the master or the doctor would not get leave to murder any person in the house; the master told her to hold her tongue three or four times; there was a foolish woman in the hall, and the master put her out; it was then Buchanan commenced to speak.

The *Master* said, as Buchanan had referred to a previous punishment, he would ask the schoolmistress if she did not on that occasion hear her make use of profane and indecent language?

The *Schoolmistress* said she did, but Buchanan denied having done so.

Mr. *Conroy*.—If she was punished for a former offence there is no use bringing it against her again.

Master.—Pardon me, she has been allowed to go into it, and it is but right to state the circumstances. She made use of language that is not fit for the schoolmistress to repeat. Indeed, she charged a guardian here present with having connection with the matron in the chapel, and it was for that I locked her up. So long as she confined her abuse to myself, I did not take much notice of it, but when she spoke in that manner of a guardian, I immediately dragged her away. She said the women I had in the kitchen were so-and-so, but I did nothing until it went further.

Buchanan appeared surprised at this statement, and denied its truth two or three times.

A woman, named Bessy Owens, was called by Buchanan. She was in the dining-hall when the master put the foolish woman out. He said, "If any of you speak I will treat you in the same way." Buchanan, who had been speaking, begged his pardon, when he directed her not to speak another word. He then came up and dragged her away. It was after he was taking her to the lock-up that she said something about the doctor and Biddy Crawford.

Another pauper woman was called by Buchanan, but she stated she knew nothing about the disturbance, but she thought it very likely she brought it on herself as she was always causing some trouble.

Buchanan.—Oh, that woman is on rations (laughter).

The women having retired, Mr. Coleman said, he thought the master had acted a little hastily. He should consider that she was an old woman, 70 years of age, and although no doubt she might be very provoking, still some allowance should be made for her. He would ask the master how he came to mention his name.

The master did not take it as a compliment from Mr. Coleman or the Board, although he was depending on them for his situation, to suppose that he had mentioned his name. He had not been asked to contradict having done so. The very fact of Rose Buchanan saying that he had done so should be sufficient to make them careful in believing it. As you have asked the question, Mr. Coleman, I may state that it was you she mentioned as having been in the chapel with the matron.

Mr. *Coleman*.—I never was in the chapel with the matron in my life.

The guardians considered that Buchanan had brought what punishment she had received on herself, and they consequently declined interfering in the matter.

No. 6.

(No 12,092/64.)

LETTER from the Commissioners to Mr. *Robinson*, Poor Law Inspector.

Poor Law Commission Office, Dublin,
15 June 1864.

Sir,

ADVERTING to their Letter of the 11th instant, in which you were requested to inquire into a complaint that had been preferred against the Master of the Workhouse of Dundalk Union of having ill-treated a pauper inmate, named Rose Buchanan, the Commissioners for Administering the Laws for Relief of the Poor in Ireland forward for your information the accompanying communication, which they have received from Mr. Bernard Coleman, a member of the Board of Guardians, in which he complains of a statement made by the master at the meeting of the Board on the 13th instant, which, he states, was made for the purpose of giving offence to him; and also, that the master has, on many occasions, when he (Mr. Coleman) visited the workhouse, taken the opportunity to offend and insult him; and he applies to have these matters inquired into by you when holding the inquiry above referred to.

In reference thereto the Commissioners desire to observe, that you will no doubt find an opportunity of receiving any statement from Mr. Coleman or others, which may tend to throw light on the subject, especially as to the state-
ment

ment imputed by the master to the woman Buchanan, as reported in the accompanying extract from a local newspaper, to the effect that Mr. Coleman had had connexion with the matron of the workhouse in the chapel; an imputation which reflects so seriously on Mr. Coleman and the matron.

To H. Robinson, Esq.,
Poor Law Inspector,
Pilot View, Dalkey.

By order, &c.
B. Banks, Chief Clerk.

No. 7.

(No. 12,092/64.)

LETTER from the Commissioners to Mr. *Coleman*.

Sir,

Poor Law Commission Office, Dublin,
15 June 1864.

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your Letter of the 13th instant, in which you complain that the Master of the Workhouse of Dundalk Union has, on several occasions, on your visiting the workhouse, offended and insulted you; and that, at the guardians' meeting on the 13th instant, he stated to the guardians that Rose Buchanan, a pauper inmate of the workhouse, had imputed to you and the Matron of the Workhouse, conduct which reflects seriously upon both parties; and request that the master's conduct, as complained of by you, may be investigated by Mr. Robinson, Poor Law Inspector, holding the inquiry which he has been instructed to make into the complaint preferred against the master by Rose Buchanan.

In reply, the Commissioners desire to inform you, that they have sent your communication to Mr. Robinson, who, no doubt, will receive any statement on the subject which may be submitted to him, and appear relevant to the objects of the inquiry which he has been instructed to make.

To Bernard Coleman, Esq.,
Poor Law Guardian, Dundalk.

By order, &c.
B. Banks, Chief Clerk.

No. 8.

(No. 12,530/64.)

REPORT from Mr. *Robinson*, Poor Law Inspector, to the Commissioners.

Gentlemen,

Dalkey, 20 June 1864.

I BEG to inform you that, in compliance with the instructions contained in your letter of the 11th instant, I have inquired into the charge preferred against the master of Dundalk workhouse of having ill-treated a pauper inmate, named Rose Buchanan, and I forward to you herewith the minutes of the investigation.

You will see, by the extract from the punishment book, that the days on which it is alleged the master ill-treated Rose Buchanan were the 15th of October 1863 and the 24th of May last.

The evidence on the subject clearly proves that, on those occasions, Rose Buchanan had conducted herself in a most unseemly and refractory manner; on the 15th October she made use of foul and slanderous language respecting the person who was then matron of the workhouse and one of the guardians, and on the 24th of May she was most insubordinate in disobeying the repeated orders of

the master to keep silence in the dining hall, and endeavoured to encourage a feeling of discontent among the paupers assembled there; the schoolmistress swore, with reference to that transaction, "order could not have been maintained if he had not removed her," and that "Buchanan endeavoured on that day to excite the paupers to insubordination, and partly succeeded."

I think that, both in October and May, Rose Buchanan's conduct deserved severe punishment, and that the discipline and order of the workhouse made it necessary that she should be at once separated from the other inmates, but, in locking up a woman, aged 68, in the cell for some hours without first obtaining a medical certificate that she was fit to undergo the punishment, the master exceeded his powers, and violated the provisions of the 45th article of the workhouse rules, and is to blame for not having been better acquainted with the rules for the government of workhouses; the charge, however, made by Rose Buchanan, that he shook and dragged and kicked her while removing her to the cell appears to be entirely groundless, and is satisfactorily disproved by the testimony of all the other witnesses examined upon the subject, who concur in saying that the master did not use any unnecessary violence.

In reference to this case, Mr. Bernard Coleman, one of the guardians, complains that the master endeavoured to offend him, by naming him publicly in the Board-room, as the guardian mentioned by Rose Buchanan in October, when she attributed improper conduct to the matron; and he is of opinion that, considering this proceeding in connection with what Mr. Coleman considers to have been insulting demeanour on former occasions, he thinks the master mentioned his name for the purpose of giving him offence.

It appears that, when Rose Buchanan was brought before the Board on the 30th of May, she complained of the punishment inflicted on her in October. In explaining and defending his proceedings on that occasion, the master stated the offence of which Rose Buchanan had then been guilty, and said, that she had accused Mr. Coleman and the person who was then matron of improper conduct, though, in recording the offence and punishment in October, he had merely entered in general terms, that her language was "profane and indecent."

Mr. Coleman considers that the mention of his name on the 30th of May was uncalled for, and the master states he considered he was compelled to mention Mr. Coleman by the questions put to him.

I found a difficulty in ascertaining the exact terms of the question put to the master on the 30th of May, which elicited the statement complained of, but there is no doubt whatever that the reference to the occurrences in October originated with Rose Buchanan, and not with the master, and that, in repeating Buchanan's language, the master did so to inform the guardians of the statements she had made, and for which she was punished, and not by the way of insinuating that he considered there were any grounds for her accusations; and I think, under these circumstances, that Mr. Coleman ought to be satisfied with the statement, made by the master upon oath, that he had no intention whatever to insult or offend him.

I have, &c.
(signed) *Henry Robinson.*

To the Poor Law Commissioners.

No. 9.

(No. 12,530/64.)

MINUTES of an Inquiry held by Mr. *Robinson*, Poor Law Inspector, on the 17th of June 1864
(enclosed in No. 8).

DUNDALK UNION.

EXTRACT from the WORKHOUSE REGISTER.

No.	Name and Surname of Pauper	Sex.	Age.	If Adult, whether Single, Married, Widower, &c.	Employment or Calling.	Religious Denomination.	If Disabled, Description of Disability, &c.	Name of Wife or Husband.	Number of Children.	Observations on Condition, &c.	Electoral Division, &c.	Date when Admitted to Workhouse.	Date when Died, or Left the Workhouse.
80	Rose Buchanan	F.	68	Single	-	R. Catholic	-	-	-	-	Dundalk	17 Sept. 1863	30 May 1864

DUNDALK UNION.

EXTRACTS from OFFENCE and PUNISHMENT BOOK.

No.	Name.	Offence.	Date of Offence.	Punishment inflicted by Master, or other Officer.	Opinion of Guardians thereon.	Punishment Ordered by Board of Guardians.	Date of Punishment.	Initials of Clerk.	OBSERVATIONS.
09	Rose Buchanan	Creating a noise in the yard, and persisting in making use of profane and indecent language.	15 Oct. 1863	Placed in the "Lock-up" for 4½ hours.	"Approved"	- -	15 Oct. 1863	J. M.	-
20	Rose Buchanan	Persisting in creating disturbance in the dining hall, and endeavouring to excite the inmates to insubordination.	24 May 1864	Placed in "Lock-up" for 5½ hours.	"Approved"	- -	24 May 1864	J. M.	-

Rose Buchanan, having been duly sworn, states:—I have been in and out of the workhouse for 9 or 10 years. On the day I was locked up last time, we came into the dining hall to dinner and sat down, and there was an old woman named Halfpenny, who is rather light, and was making some complaint; the master took her and shook her, and put her outside the hall door, then the master came back, and said not to think that it was Dr. Beatty or Bidly Crawford that they had now, for he would punish them, and anyone that would open their lips he would drag to the black hole. "That does not interfere," Mr. Purcell," said I, "with the doctor's complaint." "Not a word out of your head," said he, "or I will drag you down to the black hole." "I am not saying anything wrong," said I; and he said, "Not another word out of your head;" and I said, "If I said anything wrong I beg your pardon." I said, "I am not saying anything;" and with that he dragged me out from among the women, and I grasped the women, and he tore me away; and, "Oh! women," said I, "is this not pretty punishment for justice?" He held me and shook me until he got me to the black hole, and put me in, and I remained there till after nine o'clock; that is all I have to say about this day.

About 9 or 10 months ago we were in the dining-hall on the Board day, and the master was not there. Mr. Henry Kelly and the schoolmaster and mistress were in the hall; we put our tins on the end of the table, with the broth in them; some of us did not drink the broth as it was not made to our liking, but we did not put it there by way of making a complaint. Mr. Kelly asked why we did not drink the broth, and none of them answered, so I said, "Mr. Kelly, there is no parsley or pepper in it, and it is not what it used to be." Mr. Kelly tasted, and said his men could drink it if they had it. "As you say so, Mr. Kelly," said I, "I will say no more." Miss Galligan, the schoolmistress, said I ought not to complain, as the master was not there. I said I was not complaining of Mr. Purcell, as he was not the cook, and that I knew he gives what is right. I went into the kitchen, and the women then said "You have made a complaint, and when the master comes you will catch it."

Peggy Matthews and Mary Anne Lester and another were there; I was in the women's yard soon after, sitting on the seat, and Mr. Purcell came up, and asked was our broth good, and had we any complaints of it? I said "Come here if you please, and I will tell you the truth about it." "How dare you tell me to come to you?" said he. "Do you think I am as mean as your matron?" "I think Sir," said I, "you are, and meaner, because you keep lower people about you." I called them the prostitutes. With that he took me, and dragged me, and shook me, and kicked me in the small of my back with his knee, and put me into the black hole, and said, "Now let Bernard Coleman take you out." This was soon after dinner, and I remained in the black hole till after nine o'clock. I had no clothing or bedding, or anything more on either occasion on which I was confined, beyond the clothes I was wearing. There was no stool or chair in the cell.

At that time, in October, I was taking powders and bitters given me by Dr. Gartlan, for a stomach complaint, but I was not in the hospital.

I never said that the matron had been in the chapel with Mr. Coleman, and never said anything that could lead anyone to think that I accused the matron of improper conduct; on next morning I met the master, near the boys' dormitory at his own door, and he asked where I was going, and I said, "to the men's dormitory to clean it," and he took me and shook me, and forced his nails into my flesh, till he got me to the bottom of the women's stairs, and I shouted murder at Miss Galligan's door, but no one dared to come out, and Catherine Kelly rescued me from him.

Catherine Kelly said, "For God's sake, Mr. Purcell, let her go, and put her in the black hole"; and said to me to beg his pardon. I said I would go out and not beg his pardon, and he then let me go. I did not, however, go out. I never was before the Board on a charge against me since Mr. Purcell's appointment, 'till I was brought before the Board about a fortnight ago, and I never brought forward a charge against the master to the Board 'till the 30th of May, and I never complained to anybody of him 'till I complained to Dr. Beatty after I was locked up the last time.

I did not like to go against the master, and that was the reason I did not before complain of the treatment I got in October. I then told Dr. Beatty my complaint of being locked up on both occasions. The master was not in the hall when I complained to Mr. Kelly in October, and I did not see him 'till he came to me to the yard.

I never said anything to Anne Lester about the chapel and the matron.

No officer took me from the master at dinner hour on the 15th of October when I spoke to Mr. Kelly, and no one put me out of the hall that day.

I am 70 years of age.

her
Rose + Buchanan.
mark.

Sworn before me this 17th June 1864,

Henry Robinson, Poor Law Inspector.

Henry Rice, porter of the workhouse, having been duly sworn, states:—On the 24th of May last, at about two o'clock, I was standing in the lodge, and I saw the master taking Buchanan to the black hole; and I went over and said to the master, "had you a row?" and the master said "yes." She was before him, and he handed her into the lock-up and told me to close the door. They were seven or eight yards from the black hole when I first saw them,

them, and the master had hold of her by the clothes at the back of the neck, but was not using force; I did not at any time see him shake her or use force, and she was going quietly; I did not hear the master say anything to her, but she said, "you villain, I will make you look out." I then closed the door and the master walked away. She was let out at about half-past eight o'clock, by me, by the master's order. The floor of the cell is made of earth and sand.

Henry Rice.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

Anne Macanceney, having been duly sworn, states:—(This witness could state nothing.)

Bessie Owen, having been duly sworn, states:—On the day Buchanan was locked up last month, an old woman named Halfpenny complained, at dinner, of the bread being hard, and said she would keep it to show to the Guardians, and the master put her outside the hall door, and then said that the first that would speak he would treat in the same way. Rose Buchanan said, "if a person had just cause, they should not be treated in such a manner;" the master said "silence," and that he was not speaking to her, and she begged his pardon, and he said "speak another word," and she did speak, and he pulled her from the table and put her into the cell; he pushed her down the hall, but I did not see him shake her nor use any violence to her. I was at the same table and was looking at them from the time he took hold of her till they were out of sight.

I do not recollect seeing her catch hold of the woman, but she caught hold of the gate going out, and the master did not drag her, but pushed her before him and used no violence that I could see.

her
Bessie X Owen,
mark.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

John Gartlan, Esq., M.D., having been duly sworn, states:—Buchanan was getting medicine from me in October, as well as I recollect, for chronic dyspepsia, but I had not put her on my book; she had Gregory's powders, and gentian infusion. I have no record of the medicine I give occasionally to persons not on the sick books. I do not recollect ever having been called upon for a certificate that a person over 60 years of age was fit to undergo solitary confinement.

John Gartlan, M.D.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

Susan Galligan, schoolmistress, having been duly sworn, states:—I remember the day Buchanan was confined in October. I was in the dining hall, and the inmates were at dinner, and Rose Buchanan stood up and said, "I beg your pardon, Mr. Kelly; I have a complaint to make about the broth." I don't recollect what she said besides, but Mr. Kelly tasted the broth, and said his labourers would be glad to have it, or as good as it. I said, she had no right to complain in the master or matron's absence, as they were all aware that the master asked them every day if they had any complaints.

Mr. Kelly walked on, and Buchanan said, "The devil take such guardians." She said, there was another guardian through the house with the other devil. She did not mention who she referred to at that time. I then went down with Mr. Kelly, and spoke to him for some time near the store door, and I saw the late matron and Mr. Coleman come in from the men's yard, and Mr. Coleman went into the kitchen, and the matron remained near the door, and I went away. Nearly an hour after I saw the master take Rose Buchanan to the lock-up. I was in my bed-room, which overlooks the lock-up. The master had a hand on each of her arms; I think he was obliged to force her along, but he did not use any violence. He did not hit or push his knee into her back. I did not hear him say anything to her, but I heard her make use of a very indecent expression about a person whose name I did not then hear. The language I heard was so gross I cannot repeat it, but it implied immoral conduct on the part of the person referred to. She asked the master, was he punishing her for that person she alluded to?

About half-an-hour afterwards I asked the master what Buchanan did, and he said he punished her for making use of abusive language respecting the matron. I then told the master what Buchanan had done in the hall.

On that day I had been in the hall, and found two women disputing, and I asked what was the matter, and one said the matron had taken Mr. Coleman into the chapel to make complaints, and the other said Mr. Coleman would not listen to complaints in such a place. I put one of them away.

Next morning I was in my room, and I heard Buchanan coming across the passage, and the master after her, and he said he would not allow her to go about the house abusing people, or come to his door with such expressions.

She ran down to the nursery, and the master followed, but did not catch her till he got to the nursery. I heard her use similar language to what she had used the day before at

the cell, adding the word prostitute, and I heard a woman tell her to beg the master's pardon, and she said she would suffer to be hanged first.

On the 24th of May she persisted in speaking after the master repeatedly ordered silence, and he took her to the lock-up. Order could not have been maintained if he had not removed her. She said they were a slack lot of women, and that, thank goodness, Mr. Crawford, or anyone else, would not get leave to murder any more.

The master forced her down to the lock-up, but did not use any unnecessary violence, and did not drag her, but forced her along. He did not shake her or throw her down, and she shouted murder.

Buchanan endeavoured on that day to excite the paupers to insubordination, and partly succeeded. There was a tendency towards insubordination in the house during the previous fortnight, since Biddy McFarlan's leg was broken; but up to that time the house had been generally quiet. The paupers blamed the master for not punishing Crawford, and for taking part with the doctor. I believe the paupers entertain now a bad feeling against the master, because they think he discouraged the payment of nurses; but this question was not raised till after the 24th of May.

Some of the paupers read the discussion in the papers.

Susan Galligan.

Sworn before me this 17th of June,

Henry Robinson, Poor Law Inspector.

Patrick Wade, schoolmaster, having been duly sworn, states:—I remember the 15th of October. I was in the hall on that day, and saw the matron put Buchanan out of the hall and lock the door. The master was in the hall, and this was immediately after dinner.

Patrick Wade.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

Catherine Kelly, having been duly sworn, states:—I remember the day in October when Buchanan was locked up. I was in the women's yard after dinner, and Buchanan had all the women round her, and said that the matron and Mr. Coleman was in the chapel. She said the mistress was busy telling lies in the chapel. I considered she only meant that they went there to speak. I afterwards went into the house and met the schoolmistress, and she asked what was the noise, and I said Rose Buchanan was kicking up a row about Mr. Coleman and the matron.

her

Catherine × Kelly,
mark.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

Mary Anne Lester, having been duly sworn, states:—I remember in October I was standing near the kitchen door, and saw the master taking Buchanan to the lock-up. His two hands were on her shoulders, and he was going gently along with her. He was using no violence, and did not drag her or strike her, or put his knee into her back. I did not lose sight of them from the time they came in on the women's yard door till they got near the cell, and he used no violence at any time. Buchanan asked, was she going to be punished for trying to save the chapel. I heard nothing more. I did not hear the master say anything. Before that, I heard Buchanan say that the matron and Mr. Coleman were in the chapel. I did not think that Rose Buchanan meant there was anything immoral going on by the matron and Mr. Coleman being in the chapel.

I afterwards saw the matron and Mr. Coleman coming out of the chapel.

her

Mary Anne × Lester,
mark.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

William Purcell, Master of the Workhouse, having been duly sworn, states:—On the 15th of October, when I came from the Board room to the dining hall, the bell was ringing for the paupers to leave. The matron came in from the direction of the kitchen, and was speaking to me, and Rose Buchanan came forward and began abusing me as I thought, but I believe now she only meant the matron. The matron put her out of the hall into the yard. Some time after I was speaking to Mr. Coleman, and he complained of the conduct of the women, and that the porter had been abused by them, and that he thought the matron's complaint, that I had not supported her, was correct. I then went to the women's yard, and found Buchanan in an excited state, scolding, and alluded to the use the chapel was put to. She said the chapel was made kip of, and that the matron's friends, the prostitutes, had eat the roof off the house. I spoke as harshly as I could to her to make her stop, and she said that she could prove that the matron had taken Mr. Coleman to the chapel for immoral purposes, or words to that effect. I then took her to the lock-up, and she tried to make the people believe it was because she tried to protect the chapel I took her. I locked her up, because of her speaking in that manner of the matron, and I could not get her to keep quiet. At the door of the lock-up, she cursed

Mr. Coleman

Mr. Coleman and the matron. I used no violence in removing her to the cell. Next morning she was using improper language respecting the matron near her door and mine, and when I went out she ran away, and I do not think I caught her. Before the 24th of May, the paupers had got it into their heads they ought to be paid, and would not work for me or the present matron, and they blamed me for screening the nurses in the case of M'Parlan. I had to remove Halfpenny from the hall on the 24th, and there was a murmur among the women; and I more than once cautioned them to be silent, and Buchanan said they had a man now who would not allow them to be murdered by either Crawford or the doctor.

Buchanan persisted in speaking, after repeated orders to be silent, and I removed her to the lock-up. I used no violence, and only had to loosen her hand from the door. The entry as to her punishment in the book is incorrect. I was not aware until Monday last of the provisions of the 45th Article of Workhouse Rules. I find a similar practice has existed in this workhouse before, as will be seen by the doctor's evidence, and the extract of the punishment attached.

Wm. Purcell.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

James Murphy, Clerk of the Union, having been duly sworn, states:—I was present at the Guardians' meeting of the 30th of May. I believe the newspaper statement I hear read, which reports the master's observation as to Mr. Coleman, is correct; and I did not hear the master asked distinctly who the Guardian was who was stated by Rose Buchanan to have been in the chapel with the matron.

It appeared to me that the master volunteered the observation in which he brought out Mr. Coleman's name, and that it was not drawn out of him on examination.

I was engaged at the time in the duties of the office.

James Murphy.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

Pakenham Beatty, Esq., Guardian, having been duly sworn, states:—I believe the newspaper statement as to the master's observation respecting Mr. Coleman is a correct report. I did not hear any further question put to the master by Mr. Coleman than what is there reported. I then left the room, and was not present when I understand the master was recalled. I considered the master's statement referring to a Guardian was an insult to the whole Board.

The female officers were not, to the best of my belief, present when Mr. Coleman's name was mentioned; but they were present when the master previously alluded to Buchanan's statement as to a Guardian and the matron.

On the 30th of May Rose Buchanan herself originated the reference to her former punishment in October.

Pakenham Beatty.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

John Gartlan, Esq., M. D., having been duly sworn, states:—I was in the Board-room on the 30th of May. I heard Mr. Coleman's name mentioned by the master as the Guardian referred to by Rose Buchanan; but I cannot remember whether he mentioned the name in answer to a question put to him on the subject or not.

I do not think I was in the room when the master was recalled.

My impression is that the newspaper report of the occurrence is correct.

John Gartlan, M. D.

Sworn before me this 17th of June 1864.

Henry Robinson, Poor Law Inspector.

William Purcell, Master of the Workhouse, having been duly sworn, states:—When I mentioned Mr. Coleman's name I considered I was compelled to do so, and that the question was distinctly put to me who the Guardian was who was referred to by Rose Buchanan.

I had no intention whatever to insult or offend Mr. Coleman, and I did not mention him as having any reason to believe the charge was true; I said at the time I did not believe it.

I would not have mentioned the name if the question had not been put to me. It was from a feeling of delicacy, and respect to the Board, that I did not mention Mr. Coleman's name when I reported Rose Buchanan on the 15th of October last; I did not mention Mr. Coleman's name till I was recalled.

William Purcell.

Sworn before me this 17th of June 1864,

Henry Robinson, Poor Law Inspector.

— No. 10. —

(No. 12,578/64.)

FURTHER REPORT from Mr. *Robinson* to the Commissioners.

Gentlemen,

Dalkey, 21 June 1864.

WITH reference to my report to you of the 20th instant, respecting the inquiry I held, on the 17th instant, into charges preferred against the master of the Dundalk Workhouse, I beg to forward to you a letter and declaration which I have this day received from Mr. Bernard Coleman on the subject.

The Poor Law Commissioners.

I have, &c.
(signed) *Henry Robinson.*

Enclosure 1, in No. 10.

(No. 12,578/64.)

LETTER from Mr. *Coleman*.

Sir,

20 June 1864.

HAVING been speaking to my solicitor, Mr. McMahon, to-day on the subject of the inquiry held by you at the workhouse on Friday last, he was of opinion my statement should be taken down in evidence, and advised me to take the following course: to make a declaration before a magistrate of the facts I stated before you, which I did; and now forward to you (enclosed) the declaration, which I beg to request you will leave before the Commissioners, with the evidence you have taken at the inquiry on Friday last.

To Captain Robinson,
Poor Law Inspector, Pilot View, Dalkey.

I remain, &c.
(signed) *Bernard Coleman.*

Enclosure 2, in No. 10.

DECLARATION of Mr. *Coleman*.

Petty Sessions, District of Dundalk, County of Louth.

Bernard Coleman, complainant.

I, BERNARD COLEMAN, of Ballybanark, do solemnly and sincerely declare, that upon the occasion of the inquiry held by Captain Robinson, Poor Law Inspector, at the Dundalk Union Workhouse on the 17th instant, I was prepared, if examined on oath, to swear to the following facts: That when the woman, Rose Buchanan, made her complaint to the Board, she stated that when the master locked her up, he said, "Let Bernard Coleman take you out of that;" that I then asked the master why he mentioned my name. He replied, "He took it as no compliment from Mr. Coleman, nor from the Board, to ask him to contradict what Rose Buchanan said." He then said he did not mention my name on locking her up, "but I will now tell you, it was Mr. Coleman she mentioned as having been in the chapel with the matron;" subsequently, the master being called up by the Chairman at my request, I asked him to state to me where he heard the woman use the language, and what caused her to make use of it. He said he did not hear the woman use the language himself; it was the schoolmistress heard her make use of it in the women's yard; that it was nine months ago since it occurred, and referred me to the Punishment Book of the 15th of October last. During this inquiry by the Board, the master put forward the schoolmistress to state the language Buchanan used on the first occasion of locking her up; the schoolmistress hesitated to say anything. The master then came forward, and said, "Pardon me, gentlemen, I will not ask Miss Galligan to repeat the expression the woman used; what she said was, a Guardian now present had connexion with the matron in the chapel."

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act passed in the sixth year of the reign of his late Majesty King William the Fourth (chapter 62) for the Abolition of Unnecessary Oaths.

(signed) *Bernard Coleman.*

Made and subscribed before me this 20th day of June, in the year 1864,

(signed) *T. M. Richardson,*
Justice of said county.

No. 11.

(No. 12,530/64.)

LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,

23 June 1864.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland have had before them the report of their inspector, Mr. Robinson, with the evidence taken at the inquiry recently held by him into the charges preferred against the master of the workhouse of Dundalk Union of having, on two occasions, ill-treated a pauper inmate named Rose Buchanan.

It appears from the evidence that, on the 15th of October 1863 and the 24th of May last, Rose Buchanan had conducted herself in a most unseemly and refractory manner; that on the former date she made use of foul and slanderous language respecting the person who was then matron of the workhouse and one of the Guardians of the Union, and on the latter date she was most insubordinate in disobeying the repeated orders of the master to keep silence in the dining-hall, and endeavoured to encourage a feeling of discontent among the paupers assembled there. The schoolmistress states, in her evidence in reference to this latter transaction, that order could not have been maintained if the master had not removed Rose Buchanan, who endeavoured on that day to excite the paupers to insubordination, in which attempt she partially succeeded; and the Commissioners think that on both occasions Rose Buchanan's conduct deserved severe punishment, and that the discipline and order of the workhouse made it necessary that she should be at once separated from the other inmates: but in locking up a woman aged 68 years in the refractory cell for some hours, without first obtaining a medical certificate that she was fit to undergo the punishment, the master exceeded his powers and violated the provisions of the 45th Article of the Workhouse Rules, and is to blame for not having been better acquainted with the rules for the government of the workhouse. The charge, however, made by Rose Buchanan, that the master shook and dragged and kicked her while removing her to the cell, appears to be entirely groundless, and is satisfactorily disproved by the testimony of all the other witnesses examined upon the subject, who concur in saying that the master did not use any unnecessary violence.

In reference to the complaint of Mr. Bernard Coleman, one of the Guardians of the Union, that the master endeavoured to offend him by naming him publicly, in the Board-room, as the Guardian mentioned by Rose Buchanan in October, when she attributed improper conduct to the matron, and that he mentioned his name for the purpose of giving him offence, it appears that when Rose Buchanan was brought before the Board on the 30th of May, she complained of the punishment inflicted on her in October. In explaining to the Guardians and defending his proceedings on that occasion, the master stated the offence of which Rose Buchanan had then been guilty, and said that she had accused Mr. Coleman and the person who was then matron of improper conduct, although in recording the offence and punishment in October he had merely entered, in general terms, that her language was "profane and indecent."

Mr. Coleman considers that the mention of his name by the master in the Board-room on the 30th of May was uncalled for, and the master states he considered he was compelled to mention Mr. Coleman's name by the question put to him; and although it is difficult to ascertain the exact terms of the question which elicited the statement complained of, there is no doubt whatever that the reference to the occurrence in October originated with Rose Buchanan and not with the master, and that in repeating Buchanan's language the master did so to inform the Guardians of the statement she had made and for which she was punished, and not by way of insinuating that he considered there were any grounds for her accusation.

The Commissioners think it reasonable, under these circumstances, that Mr. Coleman should be satisfied with the statement made by the master upon oath, that he had no intention whatever to insult or offend him.

By Order,

B. Banks, Chief Clerk.

The Clerk to the Guardians, Dundalk Union.

(No. 12,981/64.)

EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Monday the 27th day of June 1864.

Present:—In the Chair, William Robert Rogers, Esq.

Other Guardians :

Michael Kelly, J.P.,
Matthew D'Arcy, J.P.,
Richard Byrne, J.P.,
Thomas Bradford,
Alexander Murdoch,
Thomas Peter Callan,
Nicholas Conroy,
Bernard Coleman,
Peter Callan,

Samuel Bradford,
Launcelot Coulter,
Christopher Neary,
John Reilly,
Henry E. Kelly,
John Duff,
Pakenham Beatty,
Denis Callan, and
Patrick Woods, Esquires.

Read Letter from Poor Law Commissioners, dated 23d instant, No. 12,530164, relating to the inquiry held by their inspector, Mr. Robinson, into the charge preferred against the master of the workhouse, of having on two occasions ill treated a pauper inmate named Rose Buchanan.

Proposed by Mr. Byrne, and seconded by Mr. Michael Kelly, and carried—

That we now call upon the Poor Law Commissioners to forward to this Board a full and accurate copy of the evidence taken by Captain Robinson on the inquiry held by him, on the 17th instant, with reference to certain charges made against the master of this house.

Mr. Peter Callan having handed in a Resolution, the Chairman made the following Minute:—

A Resolution having been handed to me, the object of which it appears to me was to open up again the inquiry already had before Mr. Robinson, upon the subject of Rose Buchanan's confinement, and Mr. Bernard Coleman's complaint against the master, and after the receipt of the Commissioners' letter concerning Captain Robinson's report upon said inquiry, I refused to receive such Resolution, although proposed and seconded.

The following Protest was then handed in by Mr. Byrne:—

We, the undersigned, protest against the decision of the Chairman in refusing to put from the Chair the Resolution now proposed by Mr. Callan, and seconded by Mr. Neary, as follows, namely:

Resolved,—That, in our opinion, the master of this house treated the old woman, Rose Buchanan, in a cruel, illegal, and unjustifiable manner; that we consider the gross and indecent statements made by the master in this room, and in presence of the Board, were made deliberately, wantonly, and maliciously, for the purpose of insulting a Guardian to whom he had been offensive, both in manner and language, on previous occasions; that we can regard his continuance in the office of master of this house in no other light than as an insult to us all, and an outrage upon propriety; and that we therefore call upon the Poor Law Commissioners to reconsider their decision, with a view to the removal of Mr. Purcell from the office of master of this house.

Richard Byrne, J.P.
Michael Kelly, J.P.
Denis Callan.
Matthew D'Arcy, J.P.
Bernard Coleman.
Thomas P. Callan.

Christopher Neary.
Peter Callan.
Nicholas Conroy.
John Reilly.
Patrick Woods.
James Kearney.

The following Protest was also handed in by Mr. Samuel Bradford, Sen.:—

We, the undersigned, observing that a party of this Board are, as we conceive, striving, by protesting against the report of the Commissioners on the late investigation held by Mr. Robinson, and also going so far as to call upon the master to resign, do most strongly protest against their proceedings, inasmuch as we entirely concur and agree with the report and decision of the Commissioners on the late occasion; and we are also convinced that a majority of the Guardians of this Union will fully join us in opinion.

Samuel Bradford.
Alexander Murdoch.
Thomas Bradford.

John Duff.
Launcelot Coulter.

No. 13.

(No. 12,981/64.)

LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,

2 July 1864.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland, have had before them the Resolutions contained in Minutes of Proceedings of the Board of Guardians of Dundalk Union on the 27th ultimo, on the subject of the charge preferred against the master of the workhouse, of having ill-treated a pauper inmate of the workhouse, named Rose Buchanan, which was inquired into by Mr. Robinson, Poor Law Inspector, on the 27th ultimo; and, in compliance with the Guardians' request, the Commissioners transmit herewith the evidence taken by Mr. Robinson at the inquiry, together with a declaration made by Mr. Bernard Coleman, Poor Law Guardian, and transmitted by him to Mr. Robinson, which latter document was before the Commissioners when they arrived at the conclusion referred to in the Minutes.

The Commissioners request that these documents may be returned when done with.

By order, &c.

To the Clerk of Dundalk Union.

(signed) B. Banks, Chief Clerk.

No. 14.

(No. 13,428/64.)

EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Monday,* the 4th day of July 1864.

Present:—In the Chair, SAMUEL BRADFORD, Jun., Esq.

Other Guardians:

Sir John S. Robinson, Bart.,
John Black, J.P.,
Michael Kelly, J.P.,
Richard Byrne, J.P.,
William Robert Rogers,
John C. Caraher,
Thomas Bradford,

Nicholas Conroy,
Bernard Coleman,
Peter Callan,
Samuel Bradford,
Robert Dickie,
John Duff,
Pakenham Beatty, Esqrs.

Read letter from Poor Law Commissioners, dated 2d instant, No 12,981, 1864, relative to the resolution of the Board of Guardians on the 27th ultimo, on the subject of the charge preferred against the master of the workhouse, of having ill-treated a pauper inmate of the workhouse, named Rose Buchanan, which was inquired into by Mr. Robinson, Poor Law Inspector, on the 27th ultimo, and transmitting the evidence taken by Mr. Robinson at the inquiry, together with a declaration made by Mr. Bernard Coleman, Poor Law Guardian, and transmitted by him to Mr. Robinson, which latter document was before the Commissioners when they arrived at the conclusion referred to in the Minutes.

Mr. Coleman gave notice, that at next meeting he intended to make some observations upon the evidence, and the clerk was directed to give permission until then to any parties who may be desirous of making copies of the evidence.

The following protest was handed in by Mr. Byrne, and ordered to be inserted on the Minutes:—

The decision of the Poor Law Commissioners, in reference to the complaint of a member of this Board, that the master of the house had deliberately, wantonly, and maliciously insulted him, evidently justifies the master's misconduct, upon the ground "that he was compelled to mention Mr. Coleman's name by the question put to him." When the Commissioners wrote that sentence they had before them the report of their Inspector, Captain Robinson, containing the evidence, upon oath, of Dr. Beatty, of the Clerk of the Union, and Mr. Coleman's solemn declaration, all of which proved the direct contrary, and that the gross and

* There are no Minutes of the 2d July.

and insulting statement made by the master, and, in the language of Dr. Beatty, his "indecent" conduct upon the occasion, were wholly uncalled for by reason of any question put or any observation made by anyone present.

The Commissioners also had before them the evidence of several witnesses produced by the master in his defence, who all distinctly swore to the coarse language used by the woman Buchanan, but not one of them attributed to her the expression which the master stated that she had used. The old woman herself swore that she never used any such expression, and that the idea of such a thing never entered her mind. Her testimony in that respect was fully sustained by the evidence of the women, Kelly and Lester, and also of the schoolmistress. When the master first made the statement complained of, upon being questioned with reference to it, he declared that he had not himself heard the woman use the words, that it was the schoolmistress heard her use them. When the schoolmistress was examined on oath by the Inspector, she stated that she heard the woman use indecent language, which she could not repeat, but that she had not heard her use Mr. Coleman's name in connection with anything improper—that it was the master himself who told her that the woman had used Mr. Coleman's name in the manner complained of.

The master himself, although upon his trial for two distinct and serious offences, was examined upon oath by Captain Robinson, as to whether he was guilty or not. His evidence did not at all sustain his original offensive statement, which he varied by swearing that Buchanan called the chapel of the house a "kip." In the face of all this evidence, conclusive as to the fact that the master fabricated the insulting statement complained of, the Poor Law Commissioners vindicate him, and say in their letter that he merely used the language complained of in order "to inform the Guardians of the statement Buchanan had made." The fact that the master of this house upon two occasions, one of them in mid-winter, locked up for six and a-half hours each time in a damp cell, a place with a clay floor, and without a seat, or light, or fire, a woman aged 70 years, at the time under medical treatment, and without soles in her shoes, or any covering but the ordinary pauper dress, is established upon evidence.

The Poor Law Commissioners are of opinion that they punish him sufficiently for that most cruel and illegal act by observing in their letter, that he ought to have "been better acquainted with the rules of the government of the workhouse," as "he violated the provisions of the 45th article of the workhouse rules."

We have it, further, as a fact that, because Mr. Coleman denounced this cruel conduct of the master before the Board, then, for the first time, was heard the gross and insulting statement complained of.

Now, we, the undersigned Guardians, having been present at the inquiry held by Captain Robinson in reference to this matter, hereby record our protest against the decision of the Poor Law Commissioners thereon.

(signed) *Richard Byrne, J. P.*
Michael Kelly, J. P.
Peter Callan.

No. 15.

(No. 13,809/64.)

EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Monday,* the 11th day of July 1864.

Present:—In the Chair, SAMUEL BRADFORD, jun., Esq.

Other Guardians :

Richard Byrne, J. P.
William Robert Rogers,
Nicholas Conroy,
Bernard Coleman,

Peter Callan,
Samuel Bradford,
Pakenham Beatty,
Patrick Wood, Esquires.

The following document was handed in by Mr. Coleman, and ordered to be inserted on the Minutes:—

"Having given notice that I would on this day make some observations on the evidence taken by Inspector Robinson at the inquiry held by him in reference

* There are no Minutes of the 9th July.

ence to my charge against the master of this house, of having wantonly insulted me before this Board, I have now to observe that the master swore what is not true when he said: 'I did not mention Mr. Coleman's name until I was recalled;' that he swore what is not true when he said, 'The question was distinctly put to me who the Guardian was;' and that he swore what is not true when he said, 'When I mentioned Mr. Coleman's name, I considered I was compelled to do so.' The evidence of all the witnesses examined in the case—viz., Dr. Gartlan, Dr. Beatty, and the Clerk of the Union—prove the utter falsity of these statements. The witnesses produced by the master in his defence proved the falsity of his original offensive statement, and he himself proved the untruthfulness of it, for he did not swear that the words complained of were ever used by the pauper. The Poor Law Commissioners appear to disbelieve those witnesses, whose evidence shows that the master swore what is not true, although the master did not say in his evidence that his original offensive expression was ever used by the pauper or anyone but himself, although other witnesses denied that the expression was ever used; yet, notwithstanding all this, the Commissioners, throughout their entire letter, assume that the expression was necessarily repeated by the master, they vindicate him for using it, and thereby themselves become parties to his ruffianly slander."

DUNDALK UNION.

COPIES of the CHARGES against the MASTER of the DUNDALK WORKHOUSE; into which Captain *Robinson*, Poor Law Inspector, held an Investigation on 17th June 1864; of MINUTES of EVIDENCE; of Captain *Robinson's* REPORT thereon; and, of MINUTES of BOARD of GUARDIANS of the DUNDALK UNION, of 27th June, and 2d and 9th July 1864.

(*Mr. Hennessy.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1864.*

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GALWAY (WESTERN DISTRICTS).

RETURN to an Order of the Honourable The House of Commons,
dated 18 April 1863;—*for*,

COPY “of the REPORT of Dr. *Brodie*, Poor Law Inspector in *Ireland*, dated the 21st day of November 1861, on the Condition of the Western Districts of *Galway*, and the CORRESPONDENCE connected therewith.”

— No. 1. —

(No. 24,858/61.—Clifden Union.)

REPORT from Dr. *Brodie*, Poor Law Inspector, to the Commissioners.

Gentlemen,

Galway, 21 November 1861.

YOUR letter No. 24,320 (1861) dated 13th instant, was received in due course, enclosing a memorial addressed to His Excellency the Lord Lieutenant by the inhabitants of the town of Clifden, representing the state in which the population of Connemara are alleged to be from the immediate want of fuel, and the great scarcity of food which is expected to occur in the course of a short time, and requesting that I would visit the Clifden Union and, after due inquiry, make a special report of the present state and prospects of the union, in reference to the statements in the memorial. And here I may be permitted to observe that the meeting held in the parish chapel of Clifden, on the 10th instant, at which the memorial forwarded to His Excellency was adopted, was attended but by a few of the inhabitants, and that one or two who were present suggested that an appeal should be made in the first instance to the landed proprietors: this wise suggestion was not favourably received, and the parties who made it retired from the meeting.

I have now the honour to report that I left Galway for Clifden on Sunday morning, and returned late last night, after having visited the principal points along the seacoast, and travelled a good deal through the interior of the country, availing myself of the best information that offered, and endeavouring as far as practicable to satisfy myself by personal observation of the actual condition of the people.

With respect to fuel there is, I regret to have to state, a scarcity in almost every part of Connemara. As I have already reported, the turf cut has not generally been saved; the great bulk of it is lying on the bogs so wet as to leave little if any hope that it can be used for firing during the winter. In the interior and mountain districts, the small-farmer and poorer classes contrive to raise some bogwood, and with this, and heath cut on the mountains, they are enabled to cook their food. As yet the want of fuel has produced no bad results, but the resources I have mentioned must become speedily exhausted, and as the winter advances the consequences must be bad, unless some relief is afforded in this respect. All are not so badly off. The strong farmers, who were able to command labour to cut and save the turf in the early part of the season, have their haggards fairly stocked with a supply of turf fit for use. There is yet no import of coals—no trade in it at the coast stations—but I have been informed that Mr. Levingston of Westport is about to send a cargo into Clifden.

Although very unwilling to trench on the duties of others, I feel constrained to express my surprise that the men of property and position, who should be the immediate and natural protectors of the poor, have not endeavoured to do something practical to relieve what they admit to be the pressing want in the district—something better than pass resolutions or adopt memorials. Were

they to unite and get in a few cargoes of coal, sell it at first-cost price, it would be of vast service by enabling the people to use in combination with it a portion of the wet turf that in its present state is useless to them; and it would be the means of preventing sickness and, mayhap, consequent poverty in the families of those who have not a sufficient supply of fuel. It appears to me to be a question which should engage the earnest and immediate attention of those locally interested for the poor, and one that need entail no considerable sacrifice. Had they taken this practical step in time, we would not hear so much of this panic in regard to fuel. It is not yet too late to move in the matter, and relieve themselves of the responsibility that devolves upon them.

In respect to the food prospects, I have to state that there is no wheat grown in the district, and but little turnips. The crops are mainly oats and potatoes: the former promised an abundant yield, but the weather delayed the ripening, and damaged a good deal during the cutting and stacking.

The potato crop, while varying in produce, has generally been bad. On an average there is a loss of one-half. After reserving enough for next year's seed, those who have had very bad crops have very little left for consumption; others have enough to feed their families up to Christmas, while the more favoured will have a sufficiency, perhaps, up to April or May.

Breadstuffs are plentiful, and to all appearance will be forthcoming in sufficient quantities to supply the deficiency of the potato crop. Indian meal is selling, in the town of Clifden, at the rate of 9*l.* per ton; and even potatoes, by the car load, sell so low 5½*d.* per stone. For those who have the means to buy there will be no scarcity of food. It is at the same time evident that a large number of the inhabitants must resort by degrees (some sooner, some later) to the market for their sustenance. The inhabitants of the mountain ranges are better off than those in lowlands: they have large holdings, graze cattle, and are not so much dependent on the potato; they have large tracts to raise bog-deal, and gather heath from for fuel. This raising of bogwood is wet, laborious work, but it is cheerfully borne if a good log be chanced upon, and particularly where there is no other employment.

Ablebodied labourers not in the occupation of land are not very numerous, except in and around Clifden, where there are, I have been informed, 50 or 60 families of this class. It is to be expected that some of those will seek refuge in the workhouse before winter is past. On the other hand, those holding small patches of land are very numerous; subletting and division of the holdings is extensively practised, and those lowest in the scale try to eke out subsistence by labour, fishing, &c. These are not much better off than the mere day-labourers.

For all who are absolutely destitute, all who usually resort to the workhouses to pass over a period of temporary distress—in short, for those classes representing the ordinary destitution of the country—the Poor Law is fully adequate to provide.

As regards the people in the next grade above these, their condition and prospects are worthy of serious consideration. It would be both wise and humane to assist them in getting over a season of distress, and prevent them from sinking from the position of cultivators of the land to that of paupers. This duty devolves on the owners of property in the district, and a heavy responsibility will rest upon them if they look on with apathy, or, at least, without evincing their sympathy in a practical manner. By union and active co-operation they can, as I have said, at a small sacrifice do vast service in supplementing the deficiency of turf, which is the chief want at present. They have yet taken no step in this direction. Employment is wanted for the labouring population, and the small occupiers of land to whom I have referred. In this regard, also, there is almost nothing doing. I shall mention what came under my observation.

About 1½ mile from Clifden, in the townland of Derrygimla, on the Law Life property, I remarked some fences or embankments partially raised; and seeing no men at work I inquired the reason, and was informed by one of the men who had been employed on the work that he and five others were engaged at it at so much per perch (1*s.* 6*d.*), and that having worked eight days, they received 15*s.* for their labour, or at the rate of 3½*d.* per day for each man; and that they were compelled to give up the work. In the Bunowen Division I saw some men employed in making fences; they informed me they

were

No scarcity of
in any part
the Union.

were receiving 10*d.* per day, and spoke in the highest terms of their landlord and employer, Mr. Lyons.

The poorer tenants require indulgence from their landlords in the payment of the rents. There is a fine field for doing good, for the exercise of benevolence, and for establishing a high claim to public and private gratitude, in the drainage and improvement of the land. With good management the outlay will prove remunerative. The Law Life Assurance Company own property to the extent of over one-fourth the whole valuation of the Clifden Union, and it is estimated that they receive a rental of 7,000 *l.* a year. Much is expected from this body. The Company is expected to set an example of judicious liberality and enlightened philanthropy to the other property owners in the district. Let us hope that they will not longer delay doing so.

It is my belief that if the landowners and others do act as they ought, as is expected and to be hoped they will, there need be little apprehension of the consequences of the present scarcity of fuel, and the partial failure of the potato crop. It is, however, my painful duty to add that if the poorer portion of the people be left to their own resources, without aid, sympathy, and encouragement, much privation must fall on them, and, by-and-by, widen the circle of destitution. Timely assistance, in the manner I have indicated, will be cheaper, more effective, and more humane than any after measures can be.

Public works have been spoken of as a mode of employment for the people. The suggestion is very fair as regards works of acknowledged utility and necessity; but there is no machinery or authority in existence for putting them into operation. They should be passed at the Baronial Presentment Session, and afterwards by the Grand Jury at assizes; so that, even if they were passed, they could not be set going before the month of April.

It was my intention to have visited the Islands of Boffin and Shark, and with that object in view, I gave directions to have a boat in readiness at Cleggan; but on my arrival there on Tuesday, there blew such a gale that the passage from the mainland to the island could not with safety to life be undertaken. I have been informed that there is some little turf in Boffin, and that Mr. Black, the proprietor of an establishment there, is selling coal.

As regards Shark Island, its inhabitants have been always supplied with turf from the mainland. I am quite certain there must be a scarcity of fuel in this island.

To the Poor Law Commissioners,
Custom House, Dublin.

I have, &c.
(signed) *T. Brodie.*

P.S.—Since closing the foregoing Report, I have received a communication from the Clerk of the Clifden Union, informing me that the Guardians, after the meeting of their Board on yesterday, resolved themselves into a Committee; and that the subject of the present scarcity of fuel throughout the district was fully considered, when it was admitted on all hands that steps should be taken to provide a sufficient supply of coals at Clifden, to be disposed of to the poorer classes on the most reasonable terms.

A letter (copy of which I annex) from J. C. Lyons, Esq., a landed proprietor, was read at the meeting, and its suggestions were highly approved.

It was Resolved,—

“That the Agent of the Law Life Assurance Company be communicated with on the subject, sending him a copy of Mr. Lyons’ admirable letter, with the view of ascertaining what amount that Company, being the chief proprietors of the locality, would undertake to subscribe towards the purchase of fuel as proposed.”

COPY of Mr. Lyons' Letter.

Dear Sir,

Pembroke-place, 13 November 1861.

SINCE my return to Dublin, keeping in view our conversation at Mr. Harte's, I have been making many inquiries about coal and coke. Any considerable supplies of the latter seem out of the question; it is, in fact, as dear here, or nearly so, as coal—being 16 s. per ton delivered at railway stations, the carriage to Galway 8 s. or 9 s., besides the unloading, reloading, and freight from thence to Clifden; and after all it would, I am told, require coal to ignite it. The difficulty we supposed about burning coal may, I believe, be removed by small gratings, at a cost of about 10 d. each. The cheapest place to procure coal for our purpose would be, I am told, at Glasgow, where the coals of Messrs. Scott & Gillman (called Wishan coals) would be shipped free on board at 7 s. per ton, by addressing Mr. Brown, agent there. That coal, I am informed, would be the best for our purposes, easily ignited and making little or no ashes. It is a very hot coal, perhaps somewhat swift, but the better for heating and drying the turf.

The freight from Glasgow is the only matter to be ascertained. I have written on the subject; but I am told, by those who understand such matters here, that from Glasgow to Clifden it may be 10 s. or 12 s. per ton, which would leave the coals there at something under 20 s.

I have troubled you with this detail, knowing the interest you take in the matter. If a subscription list be opened, I cannot doubt that we should raise 100 l. or 150 l. I am quite willing to be a contributor in the proportion, or above it, of my little interest in the country.

It is to be hoped that Sir Robert Peel's visit may lead to some decided relief; but I do not think waiting for that should prevent or delay other efforts. I think you will concur with me, and I hope excuse the trespass of this letter. After you have spoken with Mr. Fitzgerald, Resident Magistrate, and others, you will perhaps do me the favour to let me have your thoughts on the subject.

To J. Bodkin, Esq.

And believe me, &c.

J. C. Lyons.

— No. 2. —

(No. 24,858/61.)

LETTER from the Commissioners to the Chief Secretary of the Lord Lieutenant.

Poor Law Commission Office, Dublin,
22 November 1861.

Sir,

ADVERTING to their letter of the 15th instant, the Commissioners for Administering the Laws for Relief of the Poor in Ireland have the honour to forward herewith, for the information of their Excellencies the Lords Justices, a copy of the report which they have received from their inspector, Dr. Brodie, in reference to the statements contained in a Memorial addressed to his Excellency the Lord Lieutenant by "the inhabitants of the town of Clifden," representing the state in which the population of Connemara are alleged to be from the immediate want of fuel, and the scarcity of food, which it is stated is expected to occur in the course of a short time.

Dr. Brodie describes, in his report, the extent to which his observations lead him to think that the scarcity of turf for fuel exists at present in the Clifden District, and the means taken by the poorer inhabitants to supply the want; and he advocates the propriety of persons of property and position endeavouring to obtain for sale a few cargoes of coal for future use.

With respect to food, it appears from Dr. Brodie's report that there is a loss of about one-half of the crop of potatoes, but that breadstuffs are plentiful, and that they will be forthcoming in sufficient quantities to supply the deficiency in the potato crop at reasonable rates.

It further appears that a committee of the Guardians, who assembled at a meeting of the Board on the 20th instant, met afterwards to consider the subject of the supply of fuel, when it was admitted by all parties present that steps should be taken to provide a sufficient supply of coals at Clifden, to be disposed of to the poorer classes on the most reasonable terms.

With regard to the introduction of coal into Clifden, the Commissioners are aware that a coal-vessel chartered by Mr. Livingstone, a Westport merchant, has been expected to arrive in Clifden Harbour for some days past; and there seems now to be a probability of a further importation through the action of local

local benevolence at Clifden, as previously at Westport and other places in the province of Connaught.

The expectation that an example will be promptly given by the Law Life Assurance Company, who possess a great part of the property of the Clifden Union, it is to be hoped will not be disappointed. Mr. Robinson, the agent who manages the property on behalf of the Company, is Chairman of the Board of Guardians of the Clifden Union, and must be well acquainted with the circumstances of the district.

This is the same gentlemen who transmitted a memorial for assistance from the Government, which appeared in the newspapers a few days since.

A list of the Trustees of the Law Life Assurance Company, and another of the Directors, is in the "London Directory," at page 2,277, embracing a large body of eminent persons, resident for the most part in London.

It appears that Mr. Robinson was not present at the formation of the Coal Committee referred to in Dr. Bródie's report, but that the gentlemen forming the Committee made a communication to him on the subject.

The Commissioners forwarded, with their letter of the 15th instant, a statement of the rates made in the several electoral divisions of Clifden Union, to meet the expenditure for relief of the destitute poor in the years ending September 1861 and September 1862, respectively.

A copy of the List of Rates is enclosed herewith, and the Commissioners have at the same time to observe that the rates made in each year, on the electoral divisions in which they believe the property of the Law Life Assurance Company to be principally comprised, varied from 1 s. 4½ d. in the pound to 1 s. 10½ d. in the pound for the year ended September 1861, and that they vary from 1 s. 3 d. to 3 s. in the pound for the year ending September 1862.

The divisions referred to are Bencorr, Derrycumlagh, Knockboy, Moyruss, Owengowla, and Roundstone, but the Company have some property in other divisions also.

With respect to any pressure for relief from the poor-rates at present, the Commissioners observed, in their letter of the 15th instant, that there were at that time 97 persons in the workhouse, there being accommodation for 822; and this number appears, by the Minutes received to-day, not to have been increased, there having been no application whatever for relief before the Board of Guardians on the 20th instant.

The memorial referred to the Commissioners on the 14th instant is returned herewith.

To the Right Hon.

Sir Robert Peel, &c. &c. &c.,
Dublin Castle.

By order, &c.

(signed) B. Banks, Chief Clerk.

Enclosure in No. 2.

CLIFDEN UNION.

RATES made to meet Expenditure, for Years ending September 1861 and September 1862.

Names of Electoral Divisions. (19.)	Rate per £. 1861.		Rate per £. 1862.		Names of Electoral Divisions. (19.)	Rate per £. 1861.		Rate per £. 1862.	
	s.	d.	s.	d.		s.	d.	s.	d.
Ballynakill - - -	1	3	1	6	Illion - - -	2	-	3	6
Bencorr - - -	1	7½	2	1	Inishboffin - - -	1	3	1	3
Bunowen - - -	1	7	1	8	Knockboy - - -	1	4½	2	4
Cleggan - - -	1	5	1	9	Moyruss - - -	1	10½	3	-
Clifden - - -	3	6	4	7	Owengowla - - -	1	6	1	4
Cushkillary - - -	1	3	1	6	Rinvyle - - -	1	9	1	6
Derrycumlagh - - -	1	9	1	3	Roundstone - - -	1	9	2	3
Derrylea - - -	1	6	1	2	Silerna - - -	1	10½	1	9
Doonloughan - - -	2	6	2	6	Skannive - - -	1	5	2	2
Errislannon - - -	1	6	1	9					

(No. 27,178/61.)

— No. 3. —

LETTER from the Under Secretary of State for the Home Department, to the Chief Secretary of the Lord Lieutenant.

Sir,

Whitehall, 24 December 1861.

WITH reference to the letter which was addressed to you on the 22d ultimo, by the Poor Law Commissioners for Ireland, respecting the state of the population of Connemara, I am directed by Secretary Sir George Grey to transmit to you the enclosed copy of a letter, which, on receiving from you a copy of the abovenamed communication, was written to Mr. Bockett, the Solicitor to the Law Life Assurance Company, and also copies of two letters from Mr. Bockett in reply. And I am to request that you will submit the same to the Lords Justices for their Excellencies' information.

I am, &c.

(signed) *H. Waddington.*

To the Right Honourable
Sir Robert Peel, Bart., M.P., &c. &c. &c.,
Dublin Castle.

(No. 27,178/61.)

Enclosure in No. 3.

I.—LETTER to Mr. Bockett, Solicitor to the Law Life Assurance Society.

Sir,

Whitehall, 2 December 1861.

I AM directed by Secretary Sir George Grey to request that you will, at the earliest opportunity, bring under the notice of the Managing Direction of the Law Life Assurance Company the enclosed copy of a letter addressed by the Poor Law Board in Ireland to the Chief Secretary to the Lord Lieutenant. Sir George Grey has received several private communications from Ireland, which he does not feel he should be authorised in transmitting to you as official documents, but which concur in the expression of opinion that the Resident Agent of the Law Life Assurance Company has not shown the disposition which might have been expected, from a gentleman representing a Company possessed of an estate of vast extent in Galway, to take an active part in promoting local efforts for the relief of the poor in that district, while he appears to have taken a prominent part in appealing to the Government for assistance. Without entering on the question of whether such assistance may, or may not, hereafter become necessary, it must be obvious that it is of the greatest importance that the first and chief reliance should be placed on local efforts; and it is gratifying to be assured that many of the landed proprietors in the west of Ireland are exerting themselves honourably and successfully in adopting measures to avert, or mitigate, the apprehended distress. Sir George Grey is far from assuming, from the facts already before him, that the conduct of Mr. Robinson may not be susceptible of satisfactory explanation; but he cannot doubt that the Managing Direction will share the anxiety which he himself feels, that no suspicion should exist as to their desire that their agent should be one of the foremost in promoting every practicable scheme of local benevolence, and should heartily co-operate with other landowners in the exertions which they are making; and he entertains the fullest confidence that this subject will receive the prompt and serious attention of the Directors.

I am, &c.

(signed) *H. Waddington.*

To D. S. Bockett, Esq.,
Law Life Assurance Company.

II.—LETTER from Mr. Bockett, in reply.

(No. 27,178/61.)

Sir,

60, Lincoln's Inn Fields, 4 December 1861.

I AM directed by the Board of Directors of the Law Life Assurance Society to acknowledge the receipt of your communication of the 2d instant; and I am directed to inform you that the subject-matter to which it refers has been, and still is, under the consideration of the Board, and of their agent in Ireland. Your letter will be forwarded by to-night's post to Mr. Robinson; and as soon as the Directors are able to do so, they will make a further communication to you on the subject.

I am, &c.

(signed) *Dan Bockett.*

To H. Waddington, Esq., &c. &c. &c.,
Home Office.

III.—FURTHER LETTER from Mr. Bockett.

(No. 27,178/61.)

Sir,

60, Lincoln's Inn Fields, 20 December 1861.

I AM directed by the Directors of the Law Life Assurance Society to apprise you, for the information of Secretary Sir George Grey, that they have, since I wrote to you on the 4th instant, received a letter from their agent, Mr. Robinson; and I am directed to send you the following communication.

In your letter you appear to consider that Mr. Robinson is open to blame in not having shown a disposition to take an active part in promoting local efforts for the relief of the poor, whilst he appears to have taken an active part in appealing to the Government for assistance; but so far as relates to Mr. Robinson's appeal to the Government for assistance, it is observable that such appeal was sent as the appeal of the Clergy and Gentry of Connemara generally, and was only signed by Mr. Robinson as chairman of the meeting. With respect to the observation in the letter of the Poor Law Commissioners, that Mr. Robinson was not present at the formation of the Coal Committee referred to in Dr. Brodie's Report, it is true that he was not present at such meeting; and the reason of his absence was that he was then in Clare Island, in the necessary discharge of his duties on behalf of the Society, and in making inquiries into the state and condition of the poor there. If it is intended to be surmised that his absence was intentional, the Directors think it right distinctly to state that there is no foundation for such a supposition, for he was not even aware of there being any intention to form such Committee.

I am desired further to state to you, that when the resolution of the Coal Committee was transmitted to Mr. Robinson, such resolution was accompanied by a letter from Mr. Hart, the Secretary, stating as follows:—

“It is the opinion of the meeting that a subscription of 200 *l.* from the Society would, with the local subscriptions, enable the Committee thus formed to carry out their good intentions; but without the generous aid of the Society, all efforts would be utterly fruitless on the part of the Committee.”

No list of subscribers accompanied this letter, nor any statement of the amount of subscriptions, with the single exception that Mr. Lyons, of Dublin, intimated his willingness to be a contributor, in the proportion (or above it) of his little rental in the county.

The Law Life Assurance Society decline to send 200 *l.* to the Committee; and in so doing, have acted upon the principle that it would be more advantageous to the poor that they should distribute their aid under their own immediate supervision, and not send so large a sum to Clifden, as in that town and its immediate neighbourhood the Society hold very little property. They have, however, put 200 *l.* at the disposal of Mr. Robinson, to be applied in the purchase of fuel for distribution amongst the poor of the districts in which their estates are situated, either gratuitously, or at reduced prices, as he shall deem best, except that out of the above 200 *l.*, they have directed that 20 *l.* be paid to the Clifden Fuel Committee, and 20 *l.* to the Oughterard Committee. I am desired further to observe that before the receipt of your letter, and before I left Ireland on the 1st of October, I had made arrangements with Mr. Robinson that employment should be given to the poor in useful labour on the Society's estates, and also that, before the receipt of your letter, the Society was in communication with Mr. Robinson as to the best mode of affording relief.

In conclusion, I am desired to add that Secretary Sir G. Grey may rest assured that the Society has not been, and will not be, found wanting in the discharge of its duties in respect of their property in Ireland, and they cannot but consider that Mr. Robinson has reason to complain of the unfounded imputations raised against him.

To H. Waddington, Esq.,
&c. &c. &c.

I am, &c.
(signed) Dan Bockett.

— No. 4. —

(No. 27,178/61.)

LETTER from the Commissioners to the Chief Secretary of the Lord
Lieutenant.

Poor Law Commission Office, Dublin,
2 January 1862.

Sir,

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland have the honour to acknowledge the receipt of a file of papers, referred from the Chief Secretary's Office for their information, relating to the scarcity of fuel and the state of the population of Connemara, and consisting of correspondence on the subject between Secretary Sir George Grey and Mr. Bockett,

Solicitor to the Law Life Assurance Company, in reference to the property of that Company in Clifden and Oughterard Unions.

The Commissioners desire to express their thanks for the perusal of the correspondence, which is returned herewith.

The Commissioners have at the same time to observe, in reference to the last paragraph of Mr. Bockett's letter of the 20th December, that the memorial from Clifden referred to by them in their letter of the 22d November as having been signed by Mr. Robinson, Agent to the Law Life Assurance Company in Connemara, was adopted at a public meeting held at Clifden on the 23d October, and was signed by him as chairman of the meeting at which he presided, as appears by the accompanying copy of the memorial itself, as published by way of advertisement in the "Galway Vindicator" of the 30th October last.

To the Right Honourable,
Sir R. Peel, Bart., &c. &c. &c.,
Dublin Castle.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

Enclosure in No. 4.

COPY of Memorial to His Excellency the Earl of *Carlisle*, Lord Lieutenant of Ireland.

My Lord,

Clifden, 24 October 1861.

I HAVE the honour to forward to your Excellency the accompanying Memorial, unanimously adopted at a public meeting, held at Clifden, on the 23d instant, relative to the state of the crops and condition of the people in this district.

I have, &c.
(signed) *Martin Raphael Hart*.

To His Excellency the Earl of *Carlisle*, Lieutenant General and General Governor of Ireland.

The Memorial of the Clergy and Gentry of Connemara.

Respectfully Showeth,

THAT Memorialists having made the most searching inquiry into the present state of the crops, as well as the general condition of the poor of this district, beg leave to place the following facts before your Excellency.

Memorialists have ascertained, with deep regret, that two-thirds of the potato crop are totally lost, and the remaining portion so bad as to be almost unfit for human use: hence the poor, whose staple food the potato is, will be very soon without provisions.

That owing to the continued rains during the harvest, the cereal crop has not come to maturity, is inferior in quality, and far under an average crop; that after it had been cut down, much of it had to remain on the fields from the inclemency of the weather, and was so much damaged that it had to be sent to market and sold at reduced prices. Hence the poor have not even the corn to assist in their support.

That a scarcity of fuel already exists, in fact amounting to a total loss—almost as great an evil to the poor as the scarcity of food itself.

That the poor-rates in the Clifden Electoral Division of this Union are 4 s. 7 d. in the pound, a proof of the melancholy distress to which it is already reduced; and we feel convinced that the present rate will be entirely inadequate to meet the impending widespread destitution.

That these facts leave no doubt but famine, with all its concomitant horrors, is imminent.

Your Memorialists, therefore, feel it a duty they owe to the poor, to themselves, and to society generally, that these facts be submitted to the Executive, with a view that your Excellency will be graciously pleased to take such steps as to your Excellency may seem meet for averting the impending calamity, and saving the lives of the poor.

The Memorialists solicit the fullest inquiry on the part of the Government into the facts set forth.

(signed) *George J. Robinson, J. P.*,
Ballinahinch Castle, Chairman.

GALWAY (WESTERN DISTRICTS).

COPY of the REPORT of Dr. Brodie, Poor Law Inspector in *Ireland*, dated 21 November 1861, on the Condition of the Western Districts of *Galway*, and the CORRESPONDENCE connected therewith.

(Mr. Gregory.)

Ordered, by The House of Commons, to be Printed,
26 April 1864.

POOR LAW (IRELAND) (KELLS UNION).

RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1864;—for,

COPIES “of CORRESPONDENCE between the IRISH POOR LAW COMMISSIONERS
and the BOARD of GUARDIANS of the KELLS UNION, with reference to the
MEDICAL OFFICER of the Union :”

“Of the REPORTS of the POOR LAW INSPECTORS on the same subject :”

“Of the MEMORIAL of the HIGH SHERIFF with reference thereto, and the REPLY
of the COMMISSIONERS :”

“And, of the STATEMENT made by the DEPUTY CHAIRMAN in tendering his
Resignation.”

Poor Law Commission Office, Dublin, }
13 March 1864.

B. BANKS,
Chief Clerk.

(Mr. Hennessy.)

Ordered, by The House of Commons, to be Printed,
6 April 1864.

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COPIES of CORRESPONDENCE between the IRISH POOR LAW COMMISSIONERS and the BOARD of GUARDIANS of the KELLS UNION with reference to the MEDICAL OFFICER of the Union :—Of the REPORT of the POOR LAW INSPECTORS on the same subject :—Of the MEMORIAL of the HIGH SHERIFF with reference thereto, and the REPLY of the COMMISSIONERS :—And, of the STATEMENT made by the DEPUTY CHAIRMAN in tendering his Resignation.

(No. 24,648-1863.)

No. 1.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Saturday, the 28th day of November 1863.

Present :—In the Chair, Richard Chaloner, Esq.

Other Guardians :—Messrs. L. Lynch, Bomford, Christie, Gargan, and J. Radcliff.

THE master has again to complain of the very indecorous conduct of the medical officer towards him in the Board-room, on the last Board-day, and of the series of indirect charges made by him against the master, and, in particular, of the very serious assertion of the medical officer, “that the master was not truthful in his statements to the Board, and that he was very much disappointed in him.” These charges and unwarrantable assertions the master feels that it would be culpable in him to pass over unnoticed. He was thus vindictively assailed for endeavouring to perform, to the best of his ability, a simple act of duty—namely, the appointment of a wardsmaid for the infirmary. The master was informed that a vacancy had occurred in the staff of wardsmaids, and that the medical officer had appointed a person to act in that capacity without any reference to him on the subject. The master wrote the following note to the medical officer :—

“ Sir,

“ 21 November.

“ I beg to inform you that I consider Mary M'Dermott a fit person to be appointed wardsmaid over the Back Shed, instead of Bridget White, who left the house.

(signed) “ William Clinton, Master.”

“ E. Kellett, Esq., M. O.”

Reply, 21 November.

“ The master is hereby informed that there is a patient in the shed, a respectable girl, who had been a wardsmaid in this infirmary for longer than two years, and who understands her business as such, and is now doing the duties which White did. I am surprised that the master would recommend a person to be placed over the shed who he knows to be dishonest.

(signed) “ E. Kellett.”

“ Sir,

“ 21 November.

“ I beg to inform you that I believe Catherine Smith to be a proper person to act as wardsmaid over the Back Shed.

(signed) “ William Clinton, Master.”

“ To E. Kellett, Esq., M. O.”

Reply, 21 November.

"I have to inform the master that I have chosen the best person in the workhouse to do the duties of wardmaid in the shed. She is a patient on diet, and a respectable and experienced person, named Mary Fagan.

(signed) "E. Kellett."

Article 11, exception 2, empowers the master to make such appointments; and in letter of the Poor Law Commissioners (No. 21,690—62), 17th October 1862, it is stated that the selection of pauper nurses rests with the master of the workhouse, who is responsible, under the Commissioners' regulations, for the selection of proper parties; but that it is desirable that, previous to making the selection, the master should consult the medical officer as to the persons to be selected. The master, for acting in strict conformity to these rules laid down for his guidance, is publicly attacked in the Board-room by the medical officer, in the strongest and most insulting language. The medical officer seems anxious to throw every obstacle in the master's way, and to have an utter disregard for all rule. He complains to the Board that the house is in disorder, but who creates it? As an example of this, the master would mention the case of a pauper named Anne Connell, whom the medical officer had applied to the Board for permission to have removed to Mullingar Lunatic Asylum as a dangerous lunatic; and an application was accordingly sent to the manager of the asylum for that purpose. A few days after the application containing the medical officer's certificate of the insanity of this woman was sent to the asylum, the master received from the medical officer, by the hands of the lunatic Connell, a note requesting the master to give her three hours' pass. The master refused the woman a pass, but he feels quite unable to guess at the motive of the medical officer in writing such a request.

Another instance of this is the case of the pauper Anne McGarry, aged 55 years, who was sent by the medical officer into the Separation Ward on the 22d instant.

The master having been made acquainted with the fact, wrote the following note to the medical officer:—

"Sir,

"23 November 1863.

"It having been reported to me that the pauper Anne McGarry was placed by your directions in the Separation Ward, I have to acquaint you that this arrangement is contrary to the established rules of the house, inasmuch as none but persons of notoriously bad character are placed there, and only by the special order of the Board of Guardians. The master has, therefore, to request that the pauper alluded to may be at once removed to her proper place.

(signed) "William Clinton, Master."

"To E. Kellett, Esq., M.O."

Reply, 23 November.

"The master is informed that the Female Separation Ward is the proper place for Anne McGarry. However, as the master and matron do not approve of her being there, I have sent her to the Female Infirm Ward.

(signed) "E. Kellett."

The master is most anxious that the business of the establishment should be conducted in a peaceable and orderly manner. He is also desirous of carrying out the rules laid down for the proper management of the house; but he feels that it will not be in his power to carry out those rules in an efficient manner, if the medical officer be allowed to interfere with him in the discharge of his duty, and to insult him in the Board-room upon every occasion, by his representing the master as a person unworthy of credit and undeserving the confidence of the Board.

Ordered.—The Board of Guardians request the attention of the Commissioners to these facts, and a copy of these complaints to be sent to the medical officer.

KELLS UNION (IRELAND).

(No. 24,684—1863.)

No 2.—LETTER from Dr. *Kellett*, Medical Officer of the Workhouse, to the Commissioners.]

GENTLEMEN, Kells, County Meath, 30 November 1863.

I RECEIVED on yesterday a copy of statements from the master's journal of last Saturday, together with the order of the Board, "requesting your attention to these facts," as they are pleased to call them, without having had any explanation from me. I therefore beg that you will do me the justice of deferring your consideration of the report until you shall receive from me through the Board, on next Saturday, a reply.

To the Poor Law Commissioners.

I have, &c.
(signed) *E. Kellett*, M.D.

(No. 24,684—1863.)

No. 3.—LETTER from the Commissioners to Dr. *Kellett*.

Poor Law Commission Office, Dublin,
4 December 1863.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of your letter of the 30th ultimo, relative to certain charges which have been preferred against you by the master of the workhouse of Kells Union; and they desire to inform you that they will await the receipt of the Minutes of Proceedings of the Board of Guardians on the 5th instant before considering the charges preferred against you by the master.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

To E. Kellett, Esq., M. D.
Medical Officer of the Workhouse, Kells.

(No. 24,648—1863.)

No. 4.—LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,
4 December 1863.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland have had before them the resolution contained in Minutes of Proceedings of the Board of Guardians of Kells Union on the 28th ultimo, containing a resolution requesting their attention to certain charges which have been preferred by the master of the workhouse against the medical officer; and, in reference thereto, the Commissioners desire to state that they have received a letter from the medical officer, in which he requests them to defer consideration of the master's report until they should receive a reply from him, through the Board of Guardians.

The Commissioners will accordingly await the receipt of the Minutes of the Guardians' meeting on the 5th instant before considering the master's complaint against the medical officer.

To the Clerk, Kells Union.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

(No. 25,119—1863.)

No. 5.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Saturday, the 5th day of December 1863.

Present:—In the Chair, Richard Chaloner, Esq.

Other Guardians:—Messrs. Christie, P. Lynch, J. Radcliff, Bomford, L. Lynch, Newman, McKenna, and Armstrong.

THE master has to report that on the 30th November he received a note from the medical officer, stating “that there was no water in the infirmary since 12 o’clock.” The master called the attention of the porter to the matter, and, on the latter going into the infirmary, he found abundance of water in all the pipes there. The porter returned and reported the fact to the master, who went to the infirmary, and found that the porter’s statement was quite true; and he (the master) called on the nurse, and showed her that there was no scarcity of water in the infirmary. The master has to state that the infirmary tank is filled with water twice, and often three times, a day; and that no change has been made by him in the quantity of water supplied daily since his appointment, and that it is only of late that these frequent complaints of a scarcity of water have arisen; and the master feels satisfied that the quantity of water supplied the infirmary daily is amply sufficient for all purposes, if it be not wilfully wasted, in order to give trouble to the officers.

The master having been informed that a patient named Rose Power, an inmate of the Back Shed, was forcibly carried, on Saturday the 28th November, in her nightdress (rolled up in a blanket) by two men, named Michael Kelly and John Smith, from the infirmary into the female idiot cell, he inquired into the case; and found that this woman was forced from the Back Shed by the directions of the medical officer, and placed in the idiot cell, for having, as the master was informed, offended in some way the wardsmaid there. Kelly and Smith told the master that they were sent for, and on going into the Back Shed they found the medical officer having a hold of the woman, endeavouring to force her through the doorway, and she offering all the resistance she could, by holding the jamb of the door, and crying aloud that the commonest prostitute in the house could not be treated worse than she was. That, by the orders of the medical officer, one of them caught hold of the blanket at her head, and the other at her feet, and in this manner they carried her through the infirmary yard into the infirmary, out into the women’s yard, and placed her in the idiot cell. The master thereupon sent the following communication to the medical officer:—

“Sir,

“ 30 November.

“Having been informed that a patient named Rose Power, who is perfectly sane, was removed by you on the 28th instant from the infirmary to the female idiot cell, I have to request that she may be again taken back to the infirmary, as the idiot cells are intended solely for the accommodation of lunatics and idiots. The master has also to request that Margaret Carroll may be removed from the idiot cell, for the reasons already stated; and also because, from the dangerous nature of her disease, it would be unsafe to lock the outer door of the cell at night while she remains there.

(signed) “William Clinton, Master.”

“To E. Kellett, Esq., M.O.”

The patient Carroll was on that day taken into the infirmary by the medical officer, but the master found the woman Power in the Female Separation Ward; and as he felt satisfied that she could not be allowed to remain there consistently with the rules of the Board, he directed her to be placed in the Infirm Ward. When brought there, she expressed her fears to the matron that she would be struck off hospital diet by the medical officer if she left where he placed her.

On the 1st December the medical officer sent the following note to the matron:—

“1 December, 1 o’clock.

“The matron is required, without a moment’s delay, to supply bed-clothes for Rose Power in the Female Separation Ward.

(signed) “E. Kellett.”

To

To which the master sent the following reply :—

“ Sir,

“ 1 December.

With reference to your note of this day to the matron, requiring her, without a moment's delay, to supply bed clothes for Rose Power to the Female Separation Ward, the master has again to repeat to the medical officer that the Board of Guardians only have the power of placing persons in that ward, and the medical officer is therefore requested to have the woman removed from that ward to the infirmary or Infirm Ward.

(signed) “ William Clinton, Master.”

“ To E. Kellett, Esq., M.O.”

The master received a second note from the medical officer on the subject, viz. :—

“ The master is hereby required to direct the matron to send over bed and bedding for Rose Power to the Separation Ward; and the master is further required never again to interfere in the classification of the sick, or to attempt to remove any patient from the ward in which I have placed him or her, without my permission.”

(signed) “ E. Kellett.”

1 December.

To which the master replied in the terms following, viz. :—

“ Sir,

1 December.

“ I have received your note, and I have to protest against Rose Power being placed by you in the Separation Ward; but as you are determined to keep her there, in defiance of my authority, I have given directions that she be supplied with bed-clothes, while this question is pending.”

(signed) “ William Clinton, Master.”

“ To E. Kellett, Esq.”

Ordered.—These Reports to be referred to the Commissioners.

THE following letter was received from the medical officer, dated 4th December :—

“ Gentlemen,

“ You may remember that I was sent for to the Board-room on last Saturday week; that when there, I observed that I had been told by the master that he had lost 8½ lbs. loaf-sugar, which he then plumply denied. I remembering his denial, in a similar manner, that he had told me of his being deficient 9½ gallons of new milk in a week, and not being forgetful of the positive manner in which he stated and asserted that he had sent, on the 1st November, a pint of whisky, which he did not do, I told him I was sorry to be obliged to say, before the Board, that he was unworthy of belief, and that I was much disappointed in him, as indeed I am; but I did not say, as he has stated, that he was unworthy of the confidence of the Board. I am prepared to prove that the workhouse master told of his deficiency in milk and sugar, and that he did not send the full quantity of whisky to the infirmary, nor does he do so now. As to the master's observations about the selection of an undernurse for the sheds, I have to state, that had he refused to appoint the person chosen by me, and not have brought the matter before the Board, I would have done so, as the first person he recommended had a burthen of two young children in the workhouse, and had been lately removed from her position over the laundry, by the master, for theft; and the second he put forward was a girl, aged 22, who is only one degree removed from an idiot, and cannot read or write, although she had had five years' instructions at the workhouse school. With regard to Anne Connolly, I have to inform you that she was perfectly capable of taking care of herself, when I asked a pass, to enable her to send a message to her landlord from Kells, about her house and potatoes, and I never denominated her a dangerous lunatic.

"Anne M'Garry was brought to me by the master as a person who threatened to kill someone; when I took her into the infirmary, on the third day, she became most disorderly and insubordinate. She assailed the nurse, undernurse, wards-maids, and patients with the grossest abuse, and in language which none but the most abandoned would be capable of; and from her admissions to me, I believe her to have been a prostitute. This person was punished for her conduct, by being removed from the infirmary to the Separation Ward, where she should have been left, as her demeanour in the Infirm Ward continues infamous.

"I have further to state, for the information of the Board; that the arrangements of the establishment continue to be carried out very irregularly, and not in accordance with their orders; and I have to beg that they may direct that the infirmary shall be supplied with water every morning at eight o'clock, and every evening at four o'clock, to prevent want of water during the night, as still occurs. That directions may be given to have the infirmary basket sent over by the master every morning at eight o'clock, and that he shall send the milk first to the fever hospital, then to the infirmary, with the bread, without detaining the nurse while he gives out the bread for the inmates of the house, as her morning's time is of importance. That directions may be given that a sufficient supply of milk shall be laid in every morning, for breakfast and dinner, so that the patients may not again be obliged to do without dinner-milk until after seven o'clock, as occurred to 16 a few days since; while at other times sour milk is given out in consequence of too much being laid in. That fresh dry straw may be supplied to the infirmary before we become eaten up by fleas. That the male and female patients be sent up to hospital properly washed and dressed, without pipes, and that the clothes may be supplied from the laundry clean, dry, and in repair. Furthermore, while the master neglects his own business, he interferes too much in mine, and the dallying system continues to prevail. The square lamps for the hospitals, so long since ordered, have not been supplied, neither have the milk-cans and basket with locks; but the ventilators on the sheds were closed (a business of two hours) on the 11th day after your order was given.

"Your, &c.
(signed) "E. Kellett."

The Board of Guardians have received a report from the medical officer this day, and do not consider there has been any explanation of the conduct which the master complained of on a former occasion.

Ordered,—That the master be sent a copy of the medical officer's letter of the 4th December 1863.

(No. 25,119—1863.)

No. 6.—LETTER from the Commissioners to Mr. *Robinson*, Poor Law Inspector.

Poor Law Commission Office, Dublin,
11 December 1863.

Sir,

THE Commissioners for administering the Laws for the Relief of the Poor in Ireland transmit to you the accompanying Minutes of Proceedings of the Board of Guardians of Kells Union on the 28th ultimo and 5th instant, containing certain charges preferred by the master of the workhouse against the medical officer; and they request that you will have the goodness to inquire into the statements contained in the master's reports affecting the medical officer, and to furnish them with a report thereon.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

To H. Robinson, Esq.,
Poor Law Inspector, Pilot View, Dalkey.

(No. 25,119—1863.)

No. 7.—LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,
11 December 1863.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland acknowledge the receipt of Minutes of Proceedings of the Board of Guardians of Kells Union on the 5th instant; and they desire to inform the Guardians that they have instructed their Inspector, Mr. Robinson, to inquire into the charges preferred by the master of the workhouse against the medical officer, and to furnish them with a report on the subject.

To the Clerk, Kells Union.

By order, &c.
(signed) *B. Banks*, Chief Clerk.

(No. 25,592—1863.)

No. 8.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Saturday, the 12th day of December 1863.

Present :—In the Chair, Richard Chaloner, Esq.

Other Guardians :—Messrs. Bomford, J. Radcliff, Roundtree, Armstrong, and L. Lynch.

READ letter from the medical officer. 11th instant.—Gentlemen,—I have to acknowledge the receipt of a copy of another disgusting report from the journal of the workhouse master, and beg to state that I was in the infirmary on the 30th November for three hours and a half, and during that time there had been no water in it. At ten minutes to four o'clock on that evening I wrote to the master for a supply. At twenty minutes to five o'clock the master, accompanied by the porter, came to the infirmary, whither there had been previously a small quantity of water turned to; and at nine o'clock the infirmary pipes were again empty, and thus remained until half-past eight o'clock next morning. It is not true that there has been at any time a wilful waste of water in the infirmary for the purpose of giving the officers trouble; the cause of an increased consumption of water being that the infirmary is now every morning washed and cleansed by water from the bathroom, and not, as heretofore, by water from the kitchen; and a morning and evening full supply are requisite for the infirmary. With regard to the master's statements about Rose Power, I desire to inform the Board that she was removed from the infirmary, in a proper manner, to a bed in the cells, and there locked up in consequence of insubordination, gross abuse, and violent efforts in my presence to beat an undernurse. Next morning, on her asking pardon and requesting to be removed to her proper place, the separation ward, I sent her there. She is a prostitute, and suffering from consequent disease. The attention of the Board is requested to the obstinacy of the master in persisting to give out the bread and milk for supper at and sometimes before six o'clock, instead of at seven o'clock as ordered; and I have to complain not alone of his withholding food, but of his crossing of extras prescribed by me for the benefit of the patients in the fever hospital.

P.S.—The square lamps for the union hospitals have not yet been supplied.

Ordered,—A copy of this letter to be sent to the master of the workhouse, and the complaints therein to be examined by the Assistant Commissioner at the same time as he inquires into the former ones.

(No. 26,284—1863.)

No. 9.—REPORT from Mr. Robinson, Poor Law Inspector, to the Commissioners.

Gentlemen,

Dalkey, 22 December 1863.

I BEG to inform you that, in accordance with the instructions contained in your letter of the 11th instant, I held an inquiry yesterday into the charges preferred by the master of the Kells Workhouse against the medical officer of that establishment, which are recorded on the Guardians' Minutes of Proceedings of the 28th ultimo and 5th instant.

I forward to you herewith the minutes of the investigation.

The master's reports accuse the medical officer of indecorous conduct towards him, and of interfering improperly and assuming undue authority in the government of the workhouse.

The principal occurrences referred to as evidence of improper interference on the part of the medical officer in the government of the workhouse were the following:—

On the 20th November a vacancy occurred among the pauper attendants in the shed at the back of the infirmary, and, without any reference to the master or matron, the medical officer placed a woman who was a patient in the infirmary to do the duty. The appointment of pauper attendants for the hospitals had before been discussed, and your regulations on the subject were fully explained in your letter to the Guardians of the 17th October 1862. The master of the workhouse, who is a young man who has lately been appointed to the office, finding that the medical officer had, without any reference to him, selected a wardsmaid to fill up the vacant place, appears to have been desirous to establish and maintain his right to make such appointments, and wrote to the medical officer recommending two other women, neither of whom were approved of; and the medical officer wrote and said, "I have chosen the best person in the workhouse to do the duties of wardsmaid." As this occurred on a Board-day, the question was referred to the Guardians, who allowed the woman selected by the medical officer to retain the office. The master had no personal objection to her, but objected to the selection having been made by the medical officer without his authority; and there is no doubt that the medical officer, who was perfectly conversant with your rules on the subject, ought not to have selected a wardsmaid without referring to the master and asking him to make the appointment.

Another case was that of Anne McGarry, which the master reported to the Board as an instance of improper interference on the part of the medical officer, as he placed the woman in the female separation ward on his own authority.

The separation ward is reserved for women of immoral character; and it appears to be the rule of the workhouse, and a very proper rule, that women shall only be placed there by order of the Board of Guardians.

Anne McGarry was in the infirm ward, and had never been in the separation ward. The master states that he believes she is not in her proper senses, and having become very violent, he took her to the doctor, with the view of having her placed in the idiot ward. The medical officer placed her in the infirmary, and entered her disease in the weekly return as "insanity;" and subsequently entered her name in the record of sickness, writing "devilment" in the column headed "name of disease." In about three days the medical officer sent her to the separation ward, and afterwards removed her, on the remonstrance of the master; he states he did so in consequence of receiving a report that she used improper language, and that he never heard that it was the rule of the Board that women should be placed in the separation ward only on their order.

The case of Rose Power, to which I will next refer, was the most serious one inquired into. This woman was an infirmary patient, and had been admitted to the workhouse on the 15th July last. She had not, at any time since her admission, been in the separation ward, though it appears that she has lately admitted that at one period of her life she had conducted herself immorally.

On the 28th of November this woman was very violent and insubordinate in the infirmary; and the medical officer, without any reference to the master or matron, sent for two men and had her wrapped up in blankets, and taken over in her nightdress, and put into one of the idiot cells, in which she was left all night with one of the idiots. Next day she was allowed to come into the passage or hall outside the cells, and she slept there the second night.

The medical officer states that he did not consider that Rose Power was mad, and that he only sent her to the cell for punishment.

In this instance the medical officer greatly exceeded his powers, and assumed an authority not vested in him, in punishing a pauper by confinement in a cell; and if he found that her conduct rendered it necessary that she should be so restrained and punished, he should have sent for the master and referred the

case

case to him, as the master, and he alone, in the absence of the Board of Guardians, has legal authority to punish a refractory pauper by confinement; and the medical officer's conduct in punishing a sane person, by locking her up all night with an idiotic one, was wholly unjustifiable.

On the 30th of November the medical officer sent Rose Power from the idiot ward to the separation ward, and states that he did so because she asked him, and that she told him her character was bad. The master, finding she was in the separation ward, ordered her to be removed to the infirm ward, which order the matron complied with; but Rose Power told the matron that if she did not remain where the medical officer placed her, she would be struck off hospital diet, and she managed to get back to the separation ward on the 1st instant without the matron's knowledge.

The master on that day wrote to the doctor, stating that "the Board of Guardians only had the power of placing persons in that ward," and requested the medical officer to remove Rose Power to the infirmary or infirm ward. The doctor replied, applying for bedding for Rose Power, and stating, "The master is further required never again to interfere in the classification of the sick," &c.

The master wrote again protesting against the woman being left in the separation ward, but the medical officer persisted in keeping her there.

The medical officer's excuse that he never heard any rule of the Board prohibiting his sending any person he found to be a prostitute to the separation ward is in this instance of no avail, as the master informed him by letter, on the 1st of December, that such power rested only with the Board of Guardians; and the whole proceeding evinced on the part of the medical officer a determination to assume undue power in the workhouse, and to treat the master's authority with contempt.

Evidence was taken by me on several other points, as you will see by the Minutes, but none of them were very important in themselves, except as evincing the evils arising from want of co-operation and harmony among the workhouse officers. A charge was made by the medical officer that the master crossed out extra diets ordered by him, but on inquiry it appeared that the master had done so only to have them transcribed on to another sheet, as they had been written out on a wrong sheet in the Diet Book; and on inquiring why the extra diets had not been issued on one day referred to by the medical officer, it appeared that he (the medical officer) had accidentally omitted to order them.

It appeared also, during the inquiry, that there had, on a few occasions, been some irregularity in the supply of a small portion of the milk for the infirmary patients; and the master should be careful that this does not occur again.

It appears to me that it is necessary to consider the conduct of the medical officer not only with reference to the facts elicited at this inquiry, but also in regard to his proceedings on former occasions; and a perusal of the Guardians' Minutes shows that for a long time past the medical officer's intemperate interference in the government of the workhouse has been the cause of constant irritation in the establishment, while the time of the Board of Guardians has been occupied and wasted by inquiring into and endeavouring to arrange differences which ought never to have occurred. It also appears that the warnings the medical officer has received have not had the effect of making him alter his course of conduct. In February 1861 the Board had reason to find fault with his interference with the master in the discharge of his duty; and last month it appeared that the medical officer had advised the infirmary nurse to disobey an order of the master's, when the following resolution on the subject was passed:—"The Board are further of opinion that the medical officer acted improperly in advising the nurse to act as she did, and they request that he will never again adopt a course so calculated to interfere with the due authority of the master, and to encourage insubordination in the establishment."

The medical officer's communications to the master are also unbecoming, and are written in an overbearing tone, which the medical officer has no right to assume in addressing the workhouse master; while some of his expressions in reference to him are highly indecorous, his report of the 11th instant containing the following observation:—"I have to acknowledge the receipt of another disgusting report from the journal of the workhouse master," &c.

I do not think that it would be possible for any man to perform his duty as master, and to manage a workhouse with efficiency, if he is subject to interference such as that constantly attempted by Dr. Kellest; and I consider that Dr. Kellest,

though attentive and efficient in his medical treatment of the sick, is of such an irritable temperament, and so injudicious and anxious to possess undue authority in the workhouse, that the other officers of the establishment cannot co-operate with him. This has continued for so long, and after so many warnings, that there appears to be little hope that Dr. Kellett will alter his mode of proceeding; and as the interests of the union, and the good order of the workhouse, must suffer from these frequent quarrels between the master and medical officer, which are mainly to be attributed to the want of temper of the latter, I would suggest that the Guardians be advised to consider the propriety of calling upon Dr. Kellett to tender his resignation of his office.

I have, &c.
(signed) *Henry Robinson.*

(No. 26,284—1863.)

MINUTES OF EVIDENCE enclosed in No. 9.

William Clinton, Master of the Workhouse, having been duly sworn, states:—

I COMPLAIN of the medical officer having stated to me in the presence of the Board, on the 21st November last, that I was not worthy of truth, and that he was greatly disappointed in me. The instances of untruth he gave were, that having previously admitted that I was deficient of nine gallons and a half milk, I denied this in the Board-room. He stated also that I told him that Mary M'Dermott had stolen 8½ lbs. of sugar, and my denial that I told him this was another instance which he gave of my untruth.

It is not true that I denied in the Board-room being 9½ gallons of milk short, as I admitted it to the Board, and I never told Dr. Kellett that Mary M'Dermott stole 8½ lbs. of sugar. I heard Dr. Kellett say in the Board-room that I had told him this of M'Dermott, but I distinctly swear I never told him so. A vacancy among the infirmary wardswomen was caused by the discharge from the house of a woman named White, who left on the 20th November. On the 21st I heard that the medical officer had filled up this vacancy without consulting me, and had appointed Mary Fegan. The correspondence recorded on the Minutes of the 28th of November then took place between us, when I nominated first Mary M'Dermott, and afterwards Catharine Smith, for the office. The doctor did not take either, and retained Fegan in the office. The question was afterwards brought before the Board, when the following order was made:—

“Neither of the persons selected by the master to fill the situation of infirmary wardsmaid in place of B. White being approved by the doctor, and he having chosen for himself, the Board of Guardians inquired and examined both, and are of opinion that Anne Fegan, chosen by the medical officer, will suit this particular situation best, having for two years previous served in that situation.” I had no personal objection to Anne Fegan being wardsmaid, but I objected to the medical officer selecting a wardsmaid without reference to me, and I wanted a wardsmaid appointed in the proper form. I wanted to maintain my right to make such appointments, as prescribed by the Commissioners in their letter of 17th October 1862.

On a former occasion, when the doctor wanted an assistant, he wrote to me in the following terms, as far as I recollect:—“The master is requested to comply with my desire to have Anne Gibney act as an assistant in the shed.” I allowed him to take her as an assistant.

Fegan was a patient in the main infirmary on the 21st of November, but not in the shed to which she was appointed wardsmaid.

In November I received a note from the doctor, requesting me to allow Anne Connell three hours' pass. I considered that she was in the same state as when she had been certified by the medical officer as insane, on an application being forwarded for her admission to the lunatic asylum. That certificate had been sent forward in November, and she is now in the lunatic asylum.

I was aware that it had been the practice of the Board of Guardians only to allow women to be placed in the separation ward on their order, and that no woman could be removed from it without the authority of the Board.

I refer to placing women in the separation ward for the first time. But if prostitutes who have been there are discharged and readmitted, they are placed there again without any reference to the Board. Anne McGarry was an inmate of the infirm ward, and it was reported to me that she had threatened to kill someone there, and that the medical officer said he had room for her in the cells. I took her over to the cells, and met the doctor, who placed the woman in the infirmary, and put her on diet. Her disease is recorded by the doctor in the weekly return as “insanity,” and in the record of sickness as “devilment.” She had been about two weeks in the infirm ward, and she had never been in the house before. After she had been in the infirmary about three days, I found that the medical officer had, without any reference to me or to the matron, placed her in the separation ward.

The correspondence recorded on the Minutes of the 28th ultimo then took place between me and the medical officer, and the woman was sent back to the infirm ward; but I reported the case to the Board as an instance of improper interference by the medical officer in the government of the workhouse.

I never

I never heard of Anne M'Garry being guilty of immoral conduct or language; but I had to lock her up for assaulting the inmates of the infirm ward, and she still gives annoyance. I believe she is not in her proper senses. I have not asked the doctor to put her in the idiot ward since she was sent back to the infirm ward.

On the 30th of November, at about twenty minutes past four o'clock, I received a note from the doctor, saying there had been no water in the infirmary since 12 o'clock. I then went to the infirmary, and found plenty of water in every department of the infirmary and idiot wards.

I saw the medical officer pass out of the house as I received the note. The porter told me that water had been pumped to the infirmary at eleven o'clock and two o'clock. The force-pump is in front of the house. There is no way of filling the infirmary cistern except by working the force-pump by the donkeys. I reported this to the Board, to show the continual annoyance I receive from the medical officer. The nurse told me that there had been no water in the pipes when the doctor wrote.

On the 30th ultimo the matron reported to me that Rose Power, a patient in the infirmary, was removed on the 28th to the idiot ward. I made inquiries from Sally Fox, who told me that she (Rose Power) was carried there by two men, named Michael Kelly and John Smith, in a blanket and in her nightdress; Kelly and Smith corroborated Sally Fox's statement.

On the 30th of November I wrote to the medical officer requesting him to remove Power back to the infirmary, as the idiot ward was solely intended for idiots. I got no answer, and on the day following the matron got a note "requiring her, without a moment's delay, to supply bed-clothes for Rose Power in the separation ward." I wrote and stated that the Board of Guardians only had the power of placing persons in that ward, and requested him to remove Power to the infirmary or infirm ward.

The correspondence recorded on the Minutes of the 5th of December took place between us, and the woman remained in the separation ward contrary to my request and protest, and remains there still, the Board having made no order about her pending the inquiry. Power never was in the separation ward before, and never was in the house before, as far as I know. She was admitted on the 15th of July 1863.

She was always in the infirmary, and from the inquiries I have made I believe she is not a case for the separation ward; and I am informed that, though violent and hot-tempered, she was not in the habit of using immoral or indecent language. She has admitted that about 20 years ago she was immoral, and states that she once deserved to be in the separation ward, but not now.

On the 30th of November I told the matron to remove Power from the separation ward to the infirm ward, which she did, and the matron told me that Power said she would be struck off hospital diet by the doctor if she did not remain where he placed her; and the next morning she took the opportunity of the matron going to the separation ward to get in without her knowledge, and it was after that my correspondence with the doctor took place.

I was called over the other morning, when I heard the women were fighting. I saw Power lying in bed and screaming, but she did not use indecent language.

I have seen the medical officer's complaints that the arrangements of the house are irregular. With reference to the statement that 16 patients did not get their dinner-milk till seven o'clock: on the 16th of November there was not a sufficient supply of milk laid in in the morning for the dinner, in consequence of a mistake I made in my order to the contractor.

I was out at the Court, and the matron sent for more milk, and it was received and delivered at three o'clock.

On several occasions the milk was five or six pints short of the supply required for dinner, as I always endeavoured not to get in more than necessary, for fear of its getting sour. Milk is received at about nine o'clock and seven o'clock each day.

The nine o'clock delivery should supply the breakfast and dinner, and the seven o'clock the supper, and I get as much as I order.

Whenever I was short for dinner I always asked the nurse should I send specially for it, or would she wait till supper; and on every occasion when I delayed supplying the deficiency till the supper supply arrived, I did so with the consent of the nurse.

I think that, except on the 16th of November, the infirmary dinner-milk was never more than one gallon short since the change in the system of delivery was made.

With reference to the ventilators, I gave the order to have them closed the day I received it. At the doctor's suggestion, I gave the order to a pauper named M'Donnel; and finding, about four or five days after, that they were not closed, I ordered the paid carpenter to do the work.

With reference to the complaint that I cross out extras ordered by the medical officer, there were no extras ordered for Tuesday, by the medical officer, before Tuesday morning, and therefore I did not issue them. The books were confused, from the fact of the extras having been written for three days previous on the wrong sheets, and I copied one day on to another sheet.

Wm. Clinton.

Sworn before me this 21st of December 1863,

Henry Robinson,
Poor Law Inspector.

Sally Fox, having been duly sworn, states :—

I HAVE been over the idiot ward since August last. I remember Rose Power being brought over, between two men, to the idiot ward. She had only a blanket and her shift on, and no shoes or stockings. The doctor and two men came with her. It was dusk. She was put in a cell by the doctor's order, and she begged his pardon before he left. She slept that night in the cell, and an idiot named Nancy Clinton slept there too.

Her bed was sent over from the infirmary. Next night she slept in the hall. I did not hear her use any indecent expression at any time, and she was quiet with me.

Her
Sally + Fox
mark.

Sworn before me this 21st of December 1863,

Henry Robinson,
Poor Law Inspector.

Edward Kellett, Esq., M.D., having been duly sworn, states :—

I DID say to the Board that the master was not worthy of truth. He denied that he told me that he had lost 8½ lbs. of sugar, and I know he did tell me so. My impression is also that I heard him deny in the Board-room that he had lost milk.

I know I cannot appoint a wardmaid without the master's sanction; and in placing Fegan, who was a patient in the infirmary, to do the duty in the shed, I intended to have her appointed by him. I refused to take the woman appointed by him for reasons I had. If he persisted in appointing either of them, I would have brought the matter before the Board.

I asked for a pass for Anne Connell, as she asked me for it, to send a message to her landlord, and I thought her quite fit to take care of herself.

I placed M'Garry in the separate ward, in consequence of receiving a report of her using improper language. I considered I had the right to place improper women in that ward, and I never heard that it was a rule of the Board that women should only be placed there on their order. At 25 minutes past 12 o'clock I found there was no water in the surgery, and none in the yard-pipes in the infirmary; at 10 minutes to 4 o'clock I found there was none in the surgery. I sent again to the yard, and was told there was none, and I then sat down and wrote to the master.

On the day I removed Rose Power to the idiot ward, I was in the evening dressing a woman's arm, and Fegan complained of her, and I went up and gave Power a lecture; she got into a violent passion, threw herself out of bed and on the tiles, and said she would leave the place. I insisted on her getting into bed again, and when leaving the shed I heard her scream, and found her at the door making a blow at Fegan; I prevented her by catching her hand, and had blankets put about her, and sent for two men to carry her over to the cell.

I have before used those cells to lock up violent patients, and I did not consider that Power was mad, and only sent her to the cell for punishment.

On Monday morning I found her in the hall of the cells, and she begged my pardon, and asked me to send her to the separation ward, as she was an unfortunate girl, of bad character.

I sent her there, and next day I found that she had not bedding, and was using another girl's, and I wrote to the matron and master, as recorded in the minutes.

I have always been in habit of sending any person I found to be a prostitute to the separation ward, and never heard any rule of the Board to the contrary.

I swear positively the ventilators were not closed till 11 days after the Board-day on which the order was given.

E. Kellett.

Sworn before me this 21st of December 1863,

Henry Robinson,
Poor Law Inspector.

Mary Rarkin, Infirmary Nurse, having been duly sworn, states :—

THE master told me about two months ago that he lost 8 or 8½ lbs. of sugar, but he did not say M'Dermott stole it. M'Garry's conduct and language were dreadful before I reported her to the doctor. Before Power was removed I saw her get out of bed, and try to beat Mary Fegan, the wardmaid; I pinned her up in two blankets. On the 22d of November two gallons of milk were short for dinner, and I got it at seven o'clock. The master did not ask me whether he should send for it earlier. On the 30th of November there

there was no water at half-past twelve o'clock in the surgery, and there was none there till about 20 minutes to five in the evening; the water was in it before the master and porter came. The cistern was empty again at about nine o'clock, and it was not filled till half-past eight o'clock next morning. I remember once saying to the master, when there was a pint of dinner-milk short, that I could do without it till supper, but I only remember once.

Mary Rarkin.

Sworn before me this 21st day of December 1863,

Henry Robinson, Poor Law Inspector.

Catherine Morris, having been duly sworn, states:—

I REMEMBER the day, at 25 minutes past twelve o'clock, on which there was no water in the surgery or yard of the infirmary. At 10 minutes to four o'clock, there was no water then; at nine o'clock that night there was none, and none till half-past eight o'clock next morning.

her
Catherine + Morris,
mark.

Sworn before me this 21st of December 1863,

Henry Robinson, Poor Law Inspector.

Thomas Taylor, Porter of the Workhouse, having been duly sworn, states:—

I REMEMBER the 30th of November. In the evening, at about half-past four o'clock, I got a note from the master, saying there was no water in the infirmary, and I went to the cistern near the male idiot cell, which supplies the infirmary, and found an abundance of water; I then found water in each pipe in the infirmary, and the boiler half full; I then went and brought the master, and showed him there was plenty of water; it is my duty to see the water pumped. The pump is in front of the house, and pumped by donkeys; water was pumped into the infirmary at two o'clock, and there was no pumping done from that time till next morning; water cannot be forced or taken to the infirmary cistern except by pumping. I think that 10 minutes did not elapse from the time I got the note till the master and I went to the infirmary; and when I got the note the doctor could not have been at the road.

Thomas Taylor.

Sworn before me this 21st of December 1863,

Henry Robinson, Poor Law Inspector.

Bridget Kiernan, having been duly sworn, states:—

I HAVE been in the dairy since last summer. Whenever the infirmary dinner-milk has been short, I have heard the master ask the nurse should he send for more to the contractor, or would she wait till night, and she said she would wait, and could do well without it.

Bridget Kiernan.

Sworn before me this 21st of December 1863,

Henry Robinson, Poor Law Inspector.

EXTRACTS from Minutes of Proceedings of the Board of Guardians, of 14 November 1863.

WITH reference to the correspondence appearing on the last minutes between the master and medical officer, the Board are further of opinion, that the medical officer acted improperly in advising the nurse to act as she did; and they request that he will never again adopt a course so calculated to interfere with the due authority of the master, and to encourage insubordination in the establishment.

The Board are further of opinion that the master acted injudiciously in not obtaining the order of the Guardians before he attempted to make a change in long-existing arrangements of the workhouse, in a case where the change was not a matter of urgency or emergency.

(No. 26,284—1863.)

No. 10.—LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,
24 December 1863.

Sir,

THE Commissioners for administering the Laws for Relief of the Poor in Ireland desire to inform the Board of Guardians of Kells Union that they have under consideration the report of their inspector, Mr. Robinson, with the evidence taken at the inquiry held by him on the 21st instant, into the charges preferred by the master of the workhouse against the medical officer; and that they will address the Guardians on the subject at their meeting on the 2d proximo.

By order, &c.
(signed) *B. Banks,*
Chief Clerk.

The Clerk of Kells Union.

(No. 26,284—1863.)

No. 11.—Further LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office, Dublin,
31 December 1863.

Sir,

IN pursuance of the intention stated in their letter of the 24th instant, the Commissioners for administering the Laws for Relief of the Poor in Ireland proceed to address the Board of Guardians of Kells Union, relative to the inquiry into the charges preferred by the master of the workhouse of Kells Union against the medical officer, of indecorous conduct towards him and of interfering improperly, and assuming undue authority in the government of the workhouse.

The principal occurrences referred to as evidence of improper interference on the part of the medical officer in the government of the workhouse, were the following:—On the 20th of November last a vacancy occurred among the pauper attendants in the shed at the back of the infirmary, and, without any reference to the master or matron, the medical officer placed a woman who was a patient in the infirmary to discharge the duty; when the master of the workhouse, apparently with a desire to establish and maintain his right to make such appointments, wrote to the medical officer, recommending two other women, neither of whom were approved of by the medical officer, who stated in reply that he “had chosen the best person in the workhouse to do the duties of wardsmaid.” On the question being referred to the Guardians, they allowed the woman selected by the medical officer, and to whom the master had no personal objection, to retain the office; but there can be no doubt that the medical officer ought not to have selected a wardsmaid without referring to the master, and asking him to make the appointment.

Another case was that of Anne McGarry, which the master reported to the Board as an instance of improper interference on the part of the medical officer, he having placed the woman in the female separation ward, which is reserved for women of notoriously bad character, on his own authority, in violation of the Guardians’ rule that women shall only be placed in that ward by their order.

It appears that Anne McGarry was in the infirm ward, and had never been in the separation ward. The master states that he believes she is not in her proper senses, and having become very violent he took her to the medical officer with the view of having her placed in the idiot ward. The medical officer placed her in the infirmary, and entered her disease in the weekly medical return as “insanity,” and subsequently entered it in the record of sickness as “devilment.” In about three days the medical officer sent her to the separation ward in consequence, as he states, of having received a report that she used improper language, and having never heard of the rule that women should be placed in the separation ward only on the Guardians’ order. The woman was removed from the ward by the medical officer on the remonstrance of the master.

The

The next complaint is that in reference to the case of Rose Power, who had been an infirmiry patient: she was admitted to the workhouse on the 15th of July last, and had not at any time since her admission been in the separation ward, though it appears that she has lately admitted that at one period of her life she had conducted herself immorally. It appears that on the 28th of November this woman was very violent and insubordinate in the infirmiry, and the medical officer, without any reference to the master or matron, sent for two men and had her wrapped up in blankets and taken over in her night dress, and put into one of the idiot cells, in which she was left all night with one of the idiots; next day she was allowed to come into the passage or hall outside the cells, and she slept there the second night.

The medical officer states that he did not consider that Rose Power was mad, and that he only sent her to the cell for punishment.

In this instance the medical officer greatly exceeded his powers, and assumed an authority not vested in him in punishing a pauper by confinement in a cell, and if he found that her conduct rendered it necessary that she should be so restrained and punished, he should have sent for the master and referred the case to him; as the master, and he alone, in the absence of the Board of Guardians, has legal authority to punish a refractory pauper by confinement. The medical officer's conduct in punishing a sane person, by locking her up all night with an idiot, was wholly unjustifiable.

It appears that on the 30th of November the medical officer sent Rose Power from the idiot ward to the separation ward, and he states that he did so because she asked him, and that she told him her character was bad. The master finding her in the separation ward ordered her to be removed to the infirm ward, which order the matron complied with; but Rose Power told the matron that if she did not remain where the medical officer placed her she would be struck off hospital diet, and she managed to get back to the separation ward on the 1st instant, without the master's knowledge. The master in learning this informed the medical officer in writing that the Board of Guardians alone had the power to place persons in that ward, and requested him to remove Rose Power to the infirmiry or the infirm ward, when the medical officer in reply applied for bedding for her, adding, "the master is further required never again to interfere in the classification of the sick;" and he persisted in keeping her in the separation ward, notwithstanding the master's having again protested against the proceeding.

The medical officer's excuse, that he had never heard of the rule of the Board prohibiting his sending any person he found to be a prostitute to that ward, is in this instance of no avail, as the master informed him by letter on the 1st instant that such power rested only with the Board of Guardians; and the whole proceeding appears to evince on the part of the medical officer a determination to assume undue power in the workhouse, and to treat the master's authority with contempt.

On the other hand, it was charged by the medical officer that the master crossed out extra diets ordered by him, but it appears that the master had done so only to have them transcribed on to another sheet, as they had been written out on a wrong sheet in the diet book; and it appears that extra diets had not been issued on one day referred to by the medical officer, owing to his own accidental omission to order them. The master, however, should be careful that there is no failure in future in the supply of milk to the infirmiry patients.

The Commissioners consider it necessary to consider the medical officer's conduct, not only with reference to the facts elicited at the recent inquiry, but also in regard to his proceedings on former occasions. It appears from the Guardians' minutes that for a long time past the medical officer's intemperate interference in the government of the workhouse has been the cause of constant irritation in the establishment, while the time of the Board of Guardians has been occupied and wasted by inquiring into, and endeavouring to arrange, differences which ought never to have arisen. It also appears that the warnings which the medical officer has received have not had the effect of making him alter his course of conduct. No later than last month it appeared that the medical officer had advised the infirmiry nurse to disobey an order of the master, when the following resolution on the subject was adopted:—"The Board are further of opinion that the medical officer acted improperly in advising the nurse to act as

she did, and they request that she will never again adopt a course so calculated to interfere with the due authority of the master, and to encourage insubordination in the establishment."

The medical officer's communications to the master are also unbecoming, and are written in an over-bearing tone, which the medical officer has no right to assume in addressing the workhouse master; while some of his expressions in reference to him are highly indecorous, as, for instance, the language used by him in his report of the 11th instant, "I have to acknowledge the receipt of another disgusting report from the journal of the workhouse master," &c.

The Commissioners do not think it would be possible for any man to perform his duty as master, and to manage a workhouse efficiently, if he is subject to interference such as that constantly attempted by Dr. Kellett, who appears to be of such an irritable temperament, and so injudicious and anxious to possess undue authority in the workhouse, as to render it impossible for the other officers of the workhouse to co-operate with him. This objectionable conduct on his part has continued so long, notwithstanding the frequent warnings he has received, that the Commissioners think there can be little hope of amendment; and as the interests of the Union and the good order of the workhouse must suffer from these frequent quarrels between the master and the medical officer, which are mainly owing to the latter, they feel it to be their duty to require that his resignation be made to the Board of Guardians without delay, failing which, they will remove him from his office by an Order under their seal.

By order, &c.

(signed) *B. Banks,*
Chief Clerk.

The Clerk of Kell's Union.

(No. 298—1864.)

No. 12.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a meeting held on Saturday, 2 January 1864.

Present:—In the Chair, George Bomford, Esq.

Other Guardians:—Messrs. Christie, Lynch, and Chaloner.

READ letter from the Poor Law Commissioners, 31st ultimo, on the subject of inquiry into the charges preferred by the master of the workhouse against the medical officer of indecorous conduct towards him, and of interfering improperly, and assuming undue authority in the government of the workhouse, &c. &c.

The Commissioners state that they do not think it would be possible for any man to perform his duty as master, and to manage a workhouse efficiently, if he is subject to interference such as that constantly attempted by Dr. Kellett, who appears to be of such an irritable temperament, and so injudicious and anxious to possess undue authority in the workhouse, as to render it impossible for the officers of the workhouse to co-operate with him.

This objectionable conduct on his part has continued so long, notwithstanding the frequent warnings he has received, that the Commissioners think that there can be little hope of amendment; and, as the interests of the Union and the good order of the workhouse must suffer from these frequent quarrels between the master and the medical officer, which are mainly owing to the latter, they feel it to be their duty to require that his resignation be made to the Board of Guardians without delay, failing which, they will remove him from his office by an Order under their seal.

Ordered, that as the medical officer is not present, and having left word that he could not be here till after 3 o'clock p.m., the clerk having read this letter to the master in our presence, he do likewise read it to the medical officer on his return to the house.

(No. 760—1864.)

No. 13.—EXTRACT from Minutes of Proceedings of the Board of Guardians at a meeting held on Saturday, 9 January 1864.

Present:—In the Chair, Richard Chaloner, Esq.

Other Guardians:—Messrs J. Radcliff, Rauntree, McCann, Christie, Lynch, McKenna, Power, Tisdall, Waller, Rothwell, Bomford, Garnett, Woodward, C. C. Barnes, A. Radcliff, Keating, J. A. Nicholson, C. A. Nicholson, Jackson, P. Lynch, P. Reilly, B. Farrell, and Armstrong.

THE following letter, dated 9th instant, from the medical officer, was read:—

Gentlemen,

Complying with the Order of the Poor Law Commissioners, I hereby resign the trust you confided to me, and remain

Yours, &c.
(signed) *E. Kellett.*

To the members of the Board of Guardians.

Letter from same, 9th instant.

Gentlemen,

SHOULD you kindly reconsider my case, and allow me to withdraw my resignation, I pledge myself to do all in my power to assist my fellow officers in the discharge of their duties, and to avoid a recurrence of any of those unpleasant transactions which have recently taken place.

Yours, &c.
(signed) *E. Kellett.*

Moved by John A. Nicholson, Esq.; seconded by John Tisdall, Esq.:—

That the medical officer having tendered his resignation in consequence of the letter from the Commissioners, the Guardians are sorry to lose his services, although they cannot justify his recent conduct; and, therefore, they would suggest to the Commissioners that, in consideration of Dr. Kellett's second letter now before the Board, they would suspend their Order, and allow him to withdraw his resignation for the present, as they trust he will act strictly in accordance with his letter, and as they feel that his care and attention to the sick has been unrelenting and in every way satisfactory to the Board.

Carried unanimously.

(No. 760—1864.)

No. 14.—OBSERVATIONS of Mr. *Robinson*, Poor Law Inspector, on the foregoing Minute.

THE medical officer appears to acknowledge his fault, and promises amendment, and it is possible that this occurrence may make him act with more temper and discretion in future; and there is no doubt that he is efficient in regard to his medical treatment of the sick.

Under these circumstances I would beg to suggest the propriety, in deference to the unanimously expressed wish of the Board of Guardians, of allowing Dr. Kellett a further trial, on the distinct understanding that if he does not in future control his temper, and if he again interferes unduly in the workhouse in matters not appertaining to his own office, he will at once be removed from his situation.

13 January 1864.

H. R.

(No. 760—1864.)

No. 15.—LETTER from the Commissioners to the Board of Guardians.

Sir,

Poor Law Commission Office,
Dublin, 15 January 1864.

THE Commissioners for Administering the Laws for Relief of the Poor in Ireland have had before them Minutes of Proceedings of the Board of Guardians of Kells Union, on the 9th instant, from which they perceive that a communication having been received from Dr. Kellett, who had previously resigned his office of medical officer of the workhouse, applying to be allowed to withdraw his resignation, and pledging himself to avoid a recurrence of the conduct which led the Commissioners to require his resignation, the Guardians have expressed their regret at losing his services; and although they state, they cannot justify his recent conduct, suggest that, in consequence of his letter above referred to, he be allowed to withdraw his resignation for the present.

In reference thereto, the Commissioners have to express their regret that they cannot give effect to the Guardians' wishes, believing Dr. Kellett's conduct, in point of indiscretion and violence, to have been wholly without precedent. The Guardians will bear in mind that this is not the first occasion on which conduct of a like character has been exhibited by Dr. Kellett; and the Commissioners think that much is due to the workhouse master, whose efforts for the establishment of proper discipline have been paralysed by Dr. Kellett's acts.

The Commissioners must therefore press for Dr. Kellett's immediate resignation of his office.

By Order, &c.
(signed) B. Banks, Chief Clerk.

(No. 1237—1864.)

No. 16.—EXTRACT from Minutes of Proceedings of the Board of Guardians at a meeting held on Saturday, 16 January 1864.

Present:—In the Chair, John Radcliffe, Esq.

Other Guardians:—Messrs. Bomford, Woodward, Christie, L. Lynch Garnett, C. C. Barnes, C. A. Nicholson, and Keating.

READ letter from Poor Law Commissioners, dated 15th instant, on the subject of the resolution adopted by the Board of Guardians on the 9th instant, requesting the Commissioners to permit the medical officer to withdraw his resignation for the present, &c. The Commissioners have to express their regret that they cannot give effect to the Guardians' wishes, believing Dr. Kellett's conduct, in point of indiscretion and violence, to have been wholly without precedent. The Guardians will bear in mind that this is not the first occasion on which conduct of a like character has been exhibited by Dr. Kellett; and the Commissioners think that much is due to the workhouse master, whose efforts for the establishment of proper discipline have been paralysed by Dr. Kellett's acts. The Commissioners must therefore press for Dr. Kellett's immediate resignation of his office.

Moved by Mr. Christie; seconded by Mr. Woodward.

Resolved.—That Dr. Kellett's resignation of the 9th instant be accepted; and that the clerk shall advertise for a medical officer at the same salary: the election to take place this day three weeks.

Passed—

Ordered.—That Dr. Kellett do act as medical officer until his successor shall be appointed, at the same salary he has been receiving.

(No. 1998—1864.)

No. 17.—LETTER from *W. J. Garnett*, Esq., High Sheriff of the County Meath, forwarding a Memorial from the *ex-officio* and Elected Guardians of Kells Union on behalf of *Dr. Kellett*.

[No other memorial was received by the Commissioners on behalf of *Dr. Kellett*.]

Gentlemen,

Williamstown, Kells, 27 January 1864.

I HAVE much pleasure in bringing before you the accompanying memorial from the *ex-officio* and elected Guardians of the Kells Union on behalf of the late medical officer of the workhouse (*Dr. Kellett*), and from the numerous and influential signatures attached thereto, coupled with the fact of *Dr. Kellett*'s having expressed his regret for those unfortunate occurrences which led to your order, and having promised to act more circumspectly for the future (a promise which I feel certain he will strictly adhere to), will I trust obtain for it your kind consideration.

I think it also but right to mention that the ratepayers take the strongest possible interest in his re-appointment.

I have, &c.
(signed) *Wm. J. Garnett*,
High Sheriff, County Meath.

(No. 1998—1864.)

No. 18.—MEMORIAL from *ex-officio* and Elected Guardians of Kells Union enclosed in No. 17.

To the Poor Law Commissioners.

Gentlemen,

22 January 1864.

WE the undersigned *ex-officio* and elected Guardians of the Kells Union beg again to call your attention to the case of the late medical officer (*Dr. Kellett*) of the workhouse, who has been earnestly engaged in practice in this Union during the past 22 years, and we feel it due to him to express by this memorial our confidence in him, and to bear testimony to his zeal and unremitting attention to the sick poor since his appointment to the union hospitals. We therefore hope that you will recal your recent order for his resignation, and confidently and respectfully subscribe ourselves—

J. Headfort,
Jn. A. Nicholson, A.M., D.L.
James N. Waller, J.P., D.L.
John Tesdall,
ex-officio Guardian, Kells Union.
W. S. Garnett,
High Sheriff, County Meath.
George Bomford, J.P.
John Keating, P.L.G.
C. Barnes, J.P.
James Armstrong, P.L.G.
John Power, P.L.G.
John Christie, P.L.G.
Bernard Farrell, P.L.G.
Nicholas McKenna, P.L.G.
Charles Mortimer, J.P.

Hugh Reilly, P.L.G.
John Roden, J.P., P.L.G.
Christ. A. Nicholson, M.A., J.P.
Francis Battersby, J.P., P.L.G.
G. Rawley, J.P.
Thomas Radcliff, P.L.G.
John Radcliff, J.P.
Arthur Radcliff, P.L.G.
Richard Barnewall, J.P.
Joseph Gargan, P.L.G.
Thomas McCann, P.L.G.
Thomas Jackson, jun., P.L.G.
Isaac Roundtree, P.L.G.
Charles Adams, J.P.
Owen Clarke, P.L.G.

(No. 1998—1864.)

No. 19.—OBSERVATIONS of Mr. *Robinson*, Poor Law Inspector, on the foregoing Memorial.

THE opinion I entertained, when I made my report to the Commissioners on the investigation, was that it would be desirable that Dr. Kellett should cease to hold the office of medical officer of the workhouse if the Guardians would consent to require him to resign, but I did not think there were altogether sufficient grounds to remove him by a sealed order if the Board of Guardians wished to retain him. I was influenced in some measure in taking this lenient view of the case by the consideration that Dr. Kellett is anxious and zealous in carrying out his own duties, and that though his ungovernable temper causes him to act frequently in a most improper manner, the motives which have often brought him into collision with the other officers have been the desire to make arrangements which he thought would have been of service to the sick.

I was also of opinion that if the Board should desire to retain him, and that it should be found that the present occurrence does not serve as a warning and prevent a recurrence of his ill-temper and interference, what has now taken place will remove all grounds for intercession on his behalf, and render his immediate dismissal on his next offence an act of evident and unquestionable propriety.

These were the reasons which caused me to suggest on a former paper that he might be allowed one more trial.

30 January 1864.

H. R.

(No. 1998—1864.)

No. 20.—LETTER from the Commissioners to *W. S. Garnett*, Esq., in reply to the Memorial of *ex-officio* Guardians.

Poor Law Commission Office, Dublin,
4 February 1864.

Sir,

THE Commissioners for administering the laws for the relief of the poor in Ireland acknowledge the receipt of your letter of the 27th ultimo, transmitting a memorial signed by several of the *ex-officio* and elected Guardians of the poor of Kells Union, in which the memorialists bear testimony to the zeal and unremitting attention to the sick poor displayed by Dr. Kellett during the period he filled the office of medical officer of the workhouse of Kells Union; and the Commissioners are requested to recal their recent decision requiring his resignation of said office.

In reference thereto the Commissioners desire to state, for the information of the memorialists, that the vacancy having occurred in the office of medical officer of the workhouse they cannot interfere with the action of the Board of Guardians, who will proceed to the election of a medical officer at their meeting on the 6th instant, in pursuance of their advertisement inviting candidates for the office.

There is, however, no legal objection to Dr. Kellett's coming forward as a candidate on the occasion, when, in the event of his election to the office, the Commissioners will give careful consideration to all the circumstances of his case; but the Commissioners cannot at present give any engagement as to how they may decide in the event of a contingency which may not take place.

William S. Garnett, Esq.,
High Sheriff of the County Meath,
Williamstown, Kells.

By Order, &c.
(signed) *B. Banks*, Chief Clerk.

(No. 1997—1864.)

No. 21.—LETTER from Dr. *Kellett* to the Commissioners.

Kells, County Meath,
28 January 1864.

Gentlemen,

I REGRET indeed to have been the cause of giving annoyance to you, or to the Board of Guardians; however, as I have been led away in my desire to discharge the duties to the sick poor which I felt incumbent on me, and have incurred your displeasure, I humbly seek for that pardon which an erring mortal may hope for from those in authority over him, and beg that you may revoke your recent order, and not deprive me of the professional position which so many years of an anxious and laborious life have enabled me to attain. Should you considerately comply with my prayer, I pledge myself to avoid in future everything which might be conducive to a renewal of the unpleasant occurrences of the past.

I have, &c.
(signed) *Edward Kellett, M. D.*

To the Poor Law Commissioners.

(No. 1997—1864.)

No. 22.—LETTER from the Commissioners to Dr. *Kellett*.

Poor Law Commission Office
Dublin, 4 February 1864.

Sir,

THE Commissioners for administering the laws for relief of the poor in Ireland acknowledge the receipt of your letter of the 28th ultimo, in which you express regret at the circumstances which led them to require your resignation of the office of medical officer of the workhouse of Kells Union, and pledge yourself, in the event of their revoking their decision in your case, to avoid, in future, everything which might be conducive to a renewal of the unpleasant occurrences of the past.

In reference thereto, the Commissioners desire to inform you that the vacancy having occurred in the office of medical officer of the workhouse, they cannot interfere with the action of the Board of Guardians, who will proceed to the election of a medical officer at their meeting on the 6th instant, in pursuance of their advertisement inviting candidates for the office.

There is, however, no legal objection to your coming forward as a candidate on the occasion, when, in the event of your election to the office, they will consider all the circumstances of your case; but they cannot give any engagement as to how they may decide in the event of a contingency which may not take place.

By Order, &c.
(signed) *B. Banks*, Chief Clerk.

To Edward Kellett, Esq., M. D.,
Kells.

(No. 2677—1864.)

No. 23.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Saturday, 6 February 1864.

Present:—In the chair, Richard Chaloner, Esq.

Other Guardians:—Captain Roden, Messrs. Bomford, Waller, J. Radcliff, Tesdall, J. A. Nicholson, Mortimer, C. C. Barnes, Barnwall, Rawley, C. A. Nicholson, Kearney, J. A. Farrell, McCann, O'Reilly, Woodward, Jackson, H. Reilly, B. Farrell, Rothwell, Christie, Armstrong, Blake, Newman, Keating, T. Radcliff, A. Radcliff, P. Reilly, P. Reilly, McKenna, P. Lynch, L. Lynch, McEvoy, Clarke, Gargan, and Roundtree.

APPLICATIONS for the situation of medical officer of the workhouse were read from Drs. Kellett, Halton, Telford, and Evans.

Dr. Kellett was proposed by Mr. J. A. Nicholson, and seconded by Mr. Waller.

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Dr. Halton

Dr. Halton was proposed by Mr. Christie, and seconded by Mr. L. Lynch.
 Dr. Telford was proposed by Mr. Tesdall, and seconded by Mr. Bomford.
 Dr. Evans was proposed by Mr. Keating, and seconded by Mr. Mortimer.

Voting for Dr. Kellett—Captain Roden, Messrs. Bomford, Waller, J. Radcliff, Tesdall, J. A. Nicholson, Mortimer, Barnes, Barnwell, Rawley, C. A. Nicholson, Woodward, Jackson, Armstrong, Keating, T. Radcliff, A. Radcliff, P. Reilly, McKenna, and Roundtree—20.

For Dr. Halton—Messrs. Kearney, J. A. Farrell, Mc Cann, O'Reilly, H. Reilly, B. Farrell, Christie, Blake, Newman, P. Reilly, P. Lynch, L. Lynch, McEvoy, Clarke, and Gargan—15.

For Dr. Telford—Mr. Rothwell—1.

For Dr. Evans—none.

Dr. Edward Kellett was re-elected medical officer of the workhouse by a majority of 5, at a salary of 70*l.* a year.

The Guardians considered it necessary for Dr. Kellett to forward his diploma, certificates, &c. &c. again to the Commissioners, or to give replies to the queries forwarded by them.

(No. 2677—1864.)

No. 24.—LETTER from the Commissioners to the Board of Guardians.

Poor Law Commission Office,
 Dublin, 12 February 1864.

Sir,

THE Commissioners for administering the laws for the relief of the poor in Ireland have had before them minutes of proceedings of the Board of Guardians of Kells Union, on the 6th instant, from which it appears that the Guardians have re-elected Dr. Kellett to the office of medical officer of the workhouse, at a salary of 70*l.* per annum.

In reference thereto, the Commissioners desire to state that, having regard to the memorial which they recently received in Dr. Kellett's favour, they will not object to his re-appointment to the above office on the terms stated; on the distinct understanding, however, that should he fail in controlling his temper, or should he again place himself in a hostile position to the master, or any of the workhouse officers, they will not hesitate to remove him from office by an order under their seal.

The Commissioners request that you will have the goodness to communicate the contents of this letter to Dr. Kellett.

By Order, &c.

To the Presiding Chairman, (signed) *B. Banks*, Chief Clerk.
 Board of Guardians, Kells Union.

(No. 4295—1864.)

No. 25.—EXTRACT from Minutes of Proceedings of the Board of Guardians, at a Meeting held on Saturday, 27 February 1864.

Present :—In the chair, John Radcliffe, Esq.

Other Guardians :—Messrs. Bomford, L. Lynch, Armstrong; Christie, Keating, and Newman.

The following Letter from *Richard Chalmer*, Esq., was read :

Sir,

IN a letter dated 31st December 1863, the Commissioners for administering the laws for the relief of the poor in Ireland addressed the Board of Guardians of Kells Union, relative to an inquiry held upon certain charges preferred by the master of the workhouse of Kells Union against the medical officer. Having entered at considerable length into the particulars of these charges, the Commissioners write as follows :—"The Commissioners consider it necessary to consider

consider the medical officer's conduct, not only with reference to the facts elicited at the recent inquiry, but also in regard to his proceedings on former occasions. It appears from the Guardians' minutes, that for a long time past the medical officer's intemperate interference in the government of the workhouse has been the cause of constant irritation in the establishment, while the time of the Board of Guardians has been occupied and wasted by inquiring into, and attempting to arrange, differences which ought never to have arisen. It also appears that the warnings which the medical officer has received have not had the effect of making him alter his course of conduct."

Having quoted a resolution of the Kells Board of Guardians, in which the medical officer is charged with having acted improperly in advising the infirmiry nurse to disobey an order of the master, the Commissioners proceed to say:—"The Commissioners do not think it would be possible for any man to perform his duty as master, and to manage a workhouse efficiently, if he is subject to interference such as that constantly attempted by Dr. Kellett, who appears to be of such an irritable temperament, and so injudicious and anxious to possess undue authority in the workhouse, as to render it impossible for the other officers of the workhouse to co-operate with him. This objectionable conduct on his part has continued so long, notwithstanding the frequent warnings he has received, that the Commissioners think there can be little hope of amendment;" and they conclude their letter by stating that "they feel it their duty to require that his resignation be made to the Board of Guardians without delay, failing which they will remove him from his office by an order under their seal."

In consequence of this letter Dr. Kellett resigned his office of medical officer of the workhouse, but afterwards applied to the Guardians to be allowed to withdraw his resignation; upon which the Guardians expressed their regret at losing his services, and suggested to the Commissioners that, although they could not justify his recent conduct, they hoped he might be allowed to withdraw his resignation for the present. They then received the following letter from the Commissioners, dated 15th January 1864:—"The Commissioners have to express their regret that they cannot give effect to the Guardians' wishes, believing Dr. Kellett's conduct, in point of indiscretion and violence, to have been wholly without precedent. The Guardians will bear in mind that this is not the first occasion on which conduct of a like character has been exhibited by Dr. Kellett, and the Commissioners think that much is due to the master of the workhouse, whose efforts for the establishment of proper discipline have been paralyzed by Dr. Kellett's acts. The Commissioners must therefore press for Dr. Kellett's resignation of his office." These letters seem decided and explicit enough, and I fully agree with their contents. I must now beg to refer you to their next official communication to the Kells Board of Guardians, dated 12th February 1864:

"To the Presiding Chairman of the Board of Guardians, Kells Union.

"Sir,

"The Commissioners for administering the Law for Relief of the Poor in Ireland, have had before them Minutes of Proceedings of the Board of Guardians of Kells Union on the 6th instant, from which it appears that the Guardians have re-elected Dr. Kellett to the office of medical officer of the workhouse, at a salary of 70 *l.* a year. In reference thereto the Commissioners desire to state that, having regard to the memorial which they recently received in Dr. Kellett's favour, they will not object to his reappointment to the above office on the terms stated, on the distinct understanding, however, that should he fail in controlling his temper, or should he again place himself in a hostile position to the master or any of the workhouse officers, they will not hesitate to remove him from office by an order under their seal."

It appears from the above letter that in the interval between the 15th January (when the Commissioners positively refused to permit Dr. Kellett to withdraw his resignation, although they were asked to do so by a unanimous resolution of 23 guardians), and the 12th February, in which they confirm his re-election by the Guardians on the 6th, the Commissioners "received a memorial in Dr. Kellett's favour," but that no official communication took place on the subject between them and the Board of Guardians. How, or by whom, this memorial

was got up and signed does not appear; but since it has had the effect of inducing the Commissioners to eat their own words, and re-establish in Kells Work-house a state of things which they so truthfully and graphically described in their letters of the 31st December 1863 and 15th January 1864, I feel I have no alternative but to hand in my resignation as vice-chairman of the Kells Board of Guardians, the course of action taken by the memorialists and by the Commissioners appearing to me to be both reprehensible and undeserving of my future confidence. I have merely to add my request that you will be good enough to have the foregoing placed on the Minutes, and, should you or the Board of Guardians object to doing so, that you will be so good as to return it to me, as in that case I shall take a more public means of acquainting the Commissioners with my reasons for resigning the vice-chairmanship of the Kells Board of Guardians; and beg to remain, yours faithfully,

(signed) *Richard Chaloner.*

Ordered to be inserted on the Minutes; and the Guardians regret Mr. Chaloner's determination to resign the vice-chairmanship of the Board.

(No. 4295—1864.)

No. 26.—OBSERVATIONS of Mr. *Robinson*, Poor Law Inspector, on the foregoing.

I REGRET that Mr. Chaloner should have seen fit to resign the vice-chairmanship for the reasons given in his letter. These reasons appear to be that the Commissioners were induced, by a memorial in Dr. Kellett's favour, to sanction his re-election, though they had before refused to allow him to withdraw his resignation when requested by the Guardians to do so; but Mr. Chaloner overlooks the fact that the re-election of Dr. Kellett was the act of the Board of Guardians, and that in sanctioning his reappointment the Commissioners only yielded to the wish of the Board of Guardians, when it was a second time expressed in Dr. Kellett's favour, by their own act in re-electing him.

The memorial, which Mr. Chaloner objects to, would not of itself have effected the reappointment of Dr. Kellett had not the Board of Guardians, by a majority of votes, supported the views set forth in Dr. Kellett's favour in that statement.

1 March 1864.

H. R.

POOR LAW (IRELAND) (KELLS UNION).

COPIES of CORRESPONDENCE between the IRISH
POOR LAW COMMISSIONERS and the BOARD of
GUARDIANS of the KELLS UNION, with reference
to the MEDICAL OFFICER of the Union; of the
REPORTS of the POOR LAW INSPECTORS on the
same subject; of the MEMORIAL of the HIGH
SHERIFF with reference thereto, and the REPLY
of the COMMISSIONERS; &c.

(*Mr. Hennessy.*)

*Ordered, by The House of Commons, to be Printed,
6 April 1864.*

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POOR LAW UNIONS (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 6 June 1864;—for,

A RETURN “of the POOR LAW UNIONS in *Ireland*, showing the Names of
the TOWNLANDS in each UNION, and specifying the COUNTIES in which
the TOWNLANDS are situated.”

Poor Law Commission Office, }
Dublin. }

B. BANKS,
Chief Clerk.

(*Mr. Horsfall.*)

Ordered, by The House of Commons, to be Printed,
10 June 1864.

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TURN of the POOR LAW UNIONS in *Ireland*, showing the Names of the TOWNLANDS in each UNION, and specifying the COUNTIES in which the TOWNLANDS are situated.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
Abbeyleix Demesne - Ballymaddock - Ballymulken - Carrigrohane - Kilshinny - Lower Abbey - Donaghadee - Gillishan - Keen - Loughmacracon - Malahide - Naallon - Droghda - Rahamuck - Stanton - Teknamoe - Watersbridge - Shannon - Moyle - Hills - Cluff - Croo -	All the Townlands in this Union are in the Queen's County.	Abbeyleix.
Berry - Berstown - Bykealy - Bykealy - Cueavoice - Green and Carrowreagh - Knockagally, or Killenbeg - Newtown - Parboer or Killennymore -	-	Aughmacart.
Inakill - Cybawn - Panashannagh - Cooge - Naterril - De - Wood Demesne - Mills, or Kilrush - Ronan - Ashane - Signey - Cleare - Cleare - Gettstown -	-	Ballinakill.
Lough - Roan - Ruini - Bel - Cullane - Been - Ary - Anteagle - Anteagle - Enabrogue -	-	Ballyroan.
ABBEYLEIX—continued. Ballyglisheen - Ballyking - Ballypickas, Lower, or Bernardsgrove - Ballypickas, Upper - Boleybeg - Clarbarracum - Clontycoe - Clontycoe - Coolie, or Lisnagogman - Derryfore - Drumashellig - Garrintaggart - Graigenasmuttan - Lisnagogman - Rahanavannagh - Tulloree -	All the Townlands in this Union are in the Queen's County.	Blandsfort.
Caher (Custodia) - Caher (Retrenched) - Derryarrow - Gortaavoata - Kildrinagh - Mondrehid - The Derries - Toortoun - Windsor, or Cappaghna-horan -	-	Caher.
Aghafiu - Ballytarsna - Bohernaghty - Butterisland - Campbell - Cashel - Churchfield - Churchtown - Clashnamuck - Cookesfield - Crossfield - Danganroe - Elderfield - Gash - Knockacoller - Knockbrack - Lowran - Mannin - Newtown - Oldborris - Peafield - Pilgrimhill - Rush Hall - Shangownagh -	-	Castletown.
Boley, Upper - Cappanaclohy - Killeany - Scotchcrath - Shanahoe - Springmount -	-	Clash.

RETURN RELATING TO POOR LAW UNIONS (IRELAND).

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ABBEYLEIX— <i>continued.</i>	All the Town- lands in this Union are in the Queen's County.		ABBEYLEIX— <i>continued.</i>	All the Town- lands in this Union are in the Queen's County.	
Ardlea - - - -	- - -	Clonkeen.	Clonfad - - - -	- - -	Donore.
Ballynamuddagh - - -			Clonrud - - - -		
Clonadacasey - - - -			Coole - - - -		
Clonaddadoran - - - -			Corrigreen - - - -		
Clondouglas, or Clonkeen			Cuddagh - - - -		
Clonkeen - - - -			Donore - - - -		
Coolnacartan - - - -			Forest - - - -		
Fatharnagh - - - -	- - -	Colt.	Kilbrickan - - - -	- - -	Dunmore.
Oldtown - - - -			Rathphelan - - - -		
Rosskelton - - - -					
			Baggotspark - - - -		
Colt - - - -			Coolcorberry - - - -		
Corbally - - - -			Coolcorberry - - - -		
			Dunmore - - - -		
Anster - - - -	- - -	Cuffsborough.	Dunmore - - - -	- - -	Dunmore.
Ballycuddahy - - - -			Graceswood - - - -		
Ballygeehin, Lower			Kyle - - - -		
Ballygeehin, Upper			Kylebeg - - - -		
Ballygowdan - - - -			Loughnamuck - - - -		
Ballygowen - - - -			Parkbawn - - - -		
Boherard - - - -			Rath - - - -		
Chapelhill - - - -	- - -	Cullahill.	Stewartsgrove - - - -	- - -	Durrow.
Chapelhill - - - -			Stewartsgrove - - - -		
Coolfin - - - -			Swan - - - -		
Cuffsborough - - - -			Watercastle - - - -		
Cruell - - - -					
Dairyhill - - - -			Ballynafunshin - - - -		
Farraneglish Glebe			Ballynafunshin - - - -		
Fearagh - - - -	- - -	Cullahill.	Capponellan - - - -	- - -	Durrow.
Gortnaclea - - - -			Castle Durrow Demesne		
Gortnagroagh - - - -			Castleview - - - -		
Knockamullin - - - -			Castlewood - - - -		
Leap - - - -			Clonageera - - - -		
Legaun - - - -			Clorhaun - - - -		
Springfield, or Knockkyle			Course - - - -		
Tinnaraheen - - - -	- - -	Cullahill.	Durrow Townparks - - -	- - -	Durrow.
			Fermoye - - - -		
Ballynevin - - - -			Fermoye - - - -		
Barrackquarter, or Ross			Guerraun - - - -		
Bunlacken - - - -			Glebe - - - -		
Castlequarter - - - -			Glebe - - - -		
Cullahill Mountain - - -			Grenan - - - -		
Galesquarter - - - -	- - -	Cullahill.	Grenan - - - -	- - -	Dysartgallen.
Gorteennahilla - - - -			Grenan - - - -		
Oldtown - - - -			Knockanoran - - - -		
Parknahown - - - -			Moyne - - - -		
Raheenleagh - - - -			Raheenduff - - - -		
Scrub and Glenmacolla - -			Rosconnell Glebe - - -		
Shanbally - - - -			Tinwear - - - -		
Spaquarter - - - -	- - -	Cullenagh.		- - -	Dysartgallen.
			Aghnacross - - - -		
Ballyheyland - - - -			Cleanagh - - - -		
Ballyheyland - - - -			Graigie - - - -		
Baunree - - - -			Graiguenahown - - - -		
Baunree - - - -			Keelagh - - - -		
Cullenagh - - - -			Knockardagur - - - -		
Kilvahan - - - -	- - -	Donore.	Knockbaun - - - -	- - -	Fossy.
Kilvahan - - - -			Moat - - - -		
Pass - - - -			Moyadd - - - -		
Pass - - - -					
Raheenduff, Big - - - -			Aghadreen - - - -		
			Bannogemeely - - - -		
Badger Island - - - -			Clashboy - - - -		
Ballycleary - - - -	- - -	Donore.	Fossy, Lower - - - -	- - -	Fossy.
Boston - - - -			Fossy, Upper - - - -		
Boston, or Coolballyogan			Knockacarin - - - -		
Cameloon - - - -			Knocklead - - - -		
Castletrench - - - -			Orchard, Lower - - - -		
Clonard, or Cappaloughlin			Orchard, Upper - - - -		

RETURN RELATING TO POOR LAW UNIONS (IRELAND).

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BBYLEIN—continued.	All the Town- lands in this Union are in the Queen's County.		ANTRIM—continued.	All the Town- lands in this Union are in the County of Antrim.	
Ballycolla - - -			Caulside - - -		
Ballycolla - - -			Craigy Hall - - -		
Ballycolla Heath - - -			Crosskennan - - -		
Ballygaugebeg - - -			Farranshane - - -		
Ballygauge more - - -			Gallyhill - - -		
Ballygarvan Glebe - - -			Glenmullion - - -		
Cool - - -			Holy Well - - -		
Coolderry - - -			Hungry Hall - - -		
Coolnabehy - - -	- - -	Killermogh.	Hurtletoot - - -		
Killermogh - - -			Irishtown - - -		
Kilminfoyle - - -			Ladyhill - - -		
Kyletilloge - - -			Moylinny - - -		
Park - - -			Newpark - - -		
Park - - -			Niblock - - -		
Rathmakelly Glebe - - -			Park Hall - - -		
Tintore - - -			Potters Walls - - -		
Tintore - - -			Rathenraw - - -	- - -	Antrim.
			Spring Farm - - -		
			Steeple - - -		
			Stiles - - -		
			Townparks - - -		
			Whinparks - - -		
Addergoole - - -			Balloo - - -		
Aghmacart - - -			Ballyarnot - - -		
Ballydavlin - - -			Ballyharvey, Lower - - -		
Ballyboodin - - -			Ballyharvey, Upper - - -		
Braccas - - -			Deerpark - - -		
Cannonswood - - -			Islandbane - - -		
Gorteen - - -	- - -	Kilnaseer.	Muckamore - - -		
Graiguanossy - - -			Oldstone - - -		
Kilnaseer - - -			Shaneoguestown - - -		
Kilnaseer - - -			Tirgracey - - -		
Knockfin - - -					
Maynebog - - -					
Rapla - - -					
Turfarney - - -					
Barnadarrig - - -			Ballyhamage - - -		
Bawnaree - - -			Kilbride - - -		
Clonawoolan - - -					
Clonbane - - -			Ballyclare - - -		
Cloncough - - -			Coggrey - - -		
Clondouglas - - -			Doagh - - -	- - -	Ballyclare.
Cloosecullen - - -			Kilbride - - -		
Coole - - -					
Cromoge - - -	- - -	Raheen.	Ballycor - - -		
Derrykearn - - -			Ballyeaston - - -		
Derryroe - - -			Ballyclare - - -		
Doon - - -			Ballygallagh - - -		
Foxburrow - - -					
Mountfead - - -			Ballycalket - - -		
Parkavilla - - -			Ballyearl - - -		
Raheen - - -			Ballyhowne - - -		
Tinnakill - - -			Ballylinny - - -		
Tarbert - - -			Ballywalter Grange - - -	- - -	Ballylinny.
			Bruslee - - -		
Aghony - - -			Carntall - - -		
Ballinaclogh, Lower - - -			Kingsbog - - -		
Ballinaclogh, Upper - - -			Lisnalinchy - - -		
Ballintlea, Lower - - -			Straidnabanna - - -		
Ballintlea, Upper - - -					
Ballygormile, North - - -			Ballyclan - - -		
Ballygormile, South - - -	- - -	Timahoe.	Ballymacmarty - - -		
Coolnabacky - - -			Ballynadrentagh - - -		
Cremorgan - - -			Crossbill - - -		
Esker - - -			Gartree - - -	- - -	Ballynadren- tagh.
Garryglass - - -			Gortnagallon - - -		
Kyle - - -			Largy - - -		
Raheenduff, Little - - -			Randox - - -		
Timahoe - - -			Rams Island - - -		
ANTRIM:	All the Town- lands in this Union are in the County of Antrim.		Ballyrobin - - -		
Ballycraigy - - -			Ballysculty - - -		
Birch Hill - - -			Ballytweedy - - -	- - -	Ballyrobin.
Bleerick - - -		Antrim.	Carmary, Grange of - - -		
Brettens Walls - - -			Crookedstone - - -		
Bush - - -			Killealy - - -		
			Lisnataylor - - -		

RETURN RELATING TO POOR LAW UNIONS (IRELAND).

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ANTRIM—continued.	All the Town- lands in this Union are in the County of Antrim.		ANTRIM—continued.	All the Town- lands in this Union are in the County of Antrim.	
Annaghmore - -			Ballybentragh - -		
Aghacarnaghan - -			Donegore - - -		
Ballydugennan - -			Dunadry - - -		
Ballynamullan - -			Islandreagh - -		
Ballylurgan - - -			Loughermore - -		
Ballynacoooley - -			Moyadam - - -		
Brockish (Part of Cargin)			Rathbeg - - -		
Cargin - - - - -			Rathmore - - -		
Carlane - - - - -			Ballyclaverty - -		
Carmorne - - - -		Cargin.	Ballygowan - - -		
Gallagh - - - - -			Ballynoe - - - -		
Tamnaderry - - -			Ballysavage - - -		
Tullaghbeg - - -			Ballywee - - - -		
			Ballywoodock - -		Donegore.
Ballynacraigy - -			Browndod - - -		
Ballynaleny - - -			Cromy and Taggartslan		
Killyfad - - - -			Donegore - - - -		
Portlee - - - - -			Drumagorgan - -		
Three small Islands of			Dunamugger - - -		
Ballynaleny - - -			Durham's Land - -		
			Ferguson's Land -		
Artnagullian - - -			Freemanstown - -		
Barnish - - - - -			Halftown - - - -		
Carncome - - - -			Rathbeg - - - -		
Carnearny - - - -			Rathmore - - - -		
Castlegore - - -			Tobergill - - - -		
Connor - - - - -					
Forthill - - - - -		Connor.	Aughnamullan - -		
Lislunna - - - - -			Ballyhill, Lower -		
Maxwellswalls - -			Ballyhill, Upper -		
Ross - - - - - -			Ballykennedy - -		
Scolboa - - - - -			Ballymather, Lower		
Tardree - - - - -			Ballymather, Upper		Dundesert
Whappstown - - -			Boltnacconnell - -		
			Carnaghliass - -		
Ballynabarnish - -			Dundesert - - -		
Ballyrobert, Grange of -			Kilcross - - - -		
Craigarogan - - -			Straidhavern - -		
Kilgreel - - - - -		Craigarogan.			
			Ballybracken - -		
Ballyhartfield - -			Ballywee - - - -		
Ballypalady - - -			Burnside - - - -		
Carnanee - - - - -			Crawfordsland - -		
			Douglasland - - -		
Artlone - - - - -			Drumadarragh - -		
Ballylenuilly - - -			Duncansland - - -		
Ballynafey - - - -			Fiftyacres - - - -		Kilbride.
Ballycloghan - - -			Holestone - - - -		
Creeve - - - - -			Loonburn - - - -		
Creggan - - - - -			Moss-side - - - -		
Derryhollagh - - -			M'Vickersland - -		
Derrygowan - - -			Owensland - - - -		
Drumcullen - - -			Strawpark - - - -		
Drumboe - - - - -			Walkmill - - - -		
Garriffgeery - - -		Cranfield.			
Gortgarn - - - - -			Half Umry - - - -		
Greenan - - - - -			Kilbegs - - - - -		
Moneynick - - - -			Maghereagh - - -		
Moneyrod - - - -			Shanes Castle - -		
Mullaghgaun - - -			Aghaloughan - - -		
Ranaghan - - - -			Artresnahan - - -		
Staffordstown - -			Ballealy, South - -		
Cranfield - - - -			Ballealy, North - -		
			Ballygrooby - - -		
Aghnadarragh - -			Clonboy - - - - -		
Ballydonaghy - - -			Craigmore - - - -		Randalstown
Ballygortgarve - -			Feehogue - - - -		
Ballymacreavan - -			Gortagharn - - -		
Ballysessy - - - -			Leitrim - - - - -		
Ballyshanaghill - -		Crumlin.	Lisnagreggan - -		
Ballytromery - - -			Lurgan, West - - -		
Ballyvullen - - -			Maghereagh - - -		
Gobrana - - - - -			Mount Shalgus - -		
Langarve - - - - -			Randalstown - - -		
			Shane's Castle Park		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Ardee—continued.</i>	All the Town- lands in this Union are in the County of Antrim.	Rashee.	<i>ARDEE—continued.</i>		
Ballynashee - - -			Rock - - -		
Ballynlea - - -			Scogganstown - - -		
Ballynamoy - - -			Stonylane - - -		
Ballyshee - - -			Townparks - - -		
Ballydarg - - -			Harristown - - -		
Ballymore - - -			Hoathstown - - -		
Ballyginniff - - -			Stickillen - - -		
Ballyguillin - - -			Anaglog - - -		
Ballymacilhoyle - - -			Drakestown - - -		
Ballynageeragh - - -	- - -	Seacash.	Hacklim - - -		
Ballynitish - - -			Hunterstown - - -		
Ballyrbally - - -			Kilpatrick - - -		
Ballyngonnell - - -			Millockstown - - -		
Ballyacash - - -			Rathlusk - - -		
Ballylly - - -			Roestown - - -		
Ballyghalish - - -			Ballygowan - - -		
Ballylurgan - - -			Blakestown - - -		
Ballyarnish - - -			Mullacloe - - -		
Ballyrumsough - - -			Oberstown - - -		
Ballyarlough - - -	- - -	Sharvogue.	Shanlis - - -	Louth - - -	Ardee.
Ballyenagh - - -			Bigslane - - -		
Ballyagheralane - - -			Cluilde - - -		
Ballyagherabeg - - -			Hurlstone - - -		
Ballynarvogue - - -			Purcellstown - - -		
Ballyaragranny - - -			Smarmore - - -		
Ballycreevery - - -			Bogtown - - -		
Ballydunsilly - - -			Dowdstown - - -		
Ballykilgavanagh - - -			Irishtown - - -		
Ballyquarter Lenagh - - -			Lambtown - - -		
Ballycullyreenaght - - -	- - -	Shilvodan.	Mapastown - - -		
Ballydrumkeeran - - -			Philibenstown - - -		
Ballyedenvale - - -			Streamstown - - -		
Ballyeskylane - - -			Artnalevery - - -		
Ballygallanagh - - -			Charlestown - - -		
Ballylisnevanagh - - -			Cookstown - - -		
Ballycavnavaghmore - - -			Coole - - -		
Ballytobernaveen - - -			Greenlane - - -		
Ballycushan - - -			Harristown - - -		
Ballynalough - - -			Knocklore - - -		
Ballycloghanduff - - -	- - -	Templepatrick.	Lisrenny - - -	ditto - - -	Castlebellin- ham.
Ballygrange of Umgall - - -			Pepperstown - - -		
Ballykilmakee - - -			Rahanna - - -		
Ballyrickamore - - -			Bolies - - -		
Ballystraiddallymorris - - -			Greenmount - - -		
Ballytemplepatrick - - -			Kilsaran - - -		
Ballymartin - - -			Maine - - -		
Ballytoberagnee - - -			Milestown - - -		
Ballyardee : - - -			Mullincross - - -		
Ballyardee - - -			Williamstown - - -		
Ballybailie - - -	Louth - - -	Ardee.	Castlebellingham - - -	- ditto - - -	Clonkeen.
Ballybaltrasna - - -			Drumleck - - -		
Ballyblackstick - - -			Drummeenagh - - -		
Ballyboharnamoe - - -			Linns - - -		
Ballybroadlough - - -			Ballabony - - -		
Ballycappocksgreen - - -			Cardistown - - -		
Ballycurraghbeg - - -			Churchtown - - -		
BallyDawson's Demesne - - -			Cloghanmoyle - - -		
Ballyglebe - - -			Crowmartin - - -		
Ballygudderstown - - -			Gilbertstown - - -		
BallyHasley - - -			Glack - - -	- ditto - - -	
BallyKnockcURLan - - -			Greatwood - - -		
BallyManistown - - -			Knockaboys - - -		
BallyMulladrillen - - -			Lagan - - -		
BallyMullameelan - - -			Mountrush - - -		
BallyMullanstown - - -			Mullabane - - -		
BallyRathgory - - -			Rathgeenan - - -		
BallyRiverstown - - -			Rogerstown - - -		
			Stormanstown - - -		
			Tattyboys - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
<i>ARDEE—continued.</i>			<i>ARDEE—continued.</i>		
Tullakeel - - -	Louth - -	Clonkeen.	Newstone - - -	Meath - -	Drumcondra
Tully - - -			Ráthtrasna - - -		
Aclint - - -			Roosky - - -		
Annagh - - -			Sallybrook - - -		
Calga - - -			Mackanhill - - -		
Edmondstown - - -			Mandistown - - -		
Belpatrick - - -	- ditto - -	Collon.	Mentrim - - -		
Collon - - -			Piercetown - - -		
Funshog - - -			Balsitric - - -		
Corlisbane - - -			Caddelstown - - -		
Barnaveddoge - - -	- ditto - -	Dromin.	Drumgill - - -		
Dromin - - -			Drumminshin - - -		
Knockdinnin - - -			Killadden - - -		
Mooremount - - -			Loughbrackan - - -		
Mullacurry - - -			Summerhill, Lower - - -		
Painestown - - -			Summerhill, Upper - - -		
Paughanstown - - -			Athclare - - -	Louth - -	Dunleer.
Rathcoole - - -			Battsland - - -		
Richardstown - - -			Burren - - -		
Toberdoney - - -			Cluide - - -		
Ballymageragh - - -			Corstown - - -		
Cangy - - -			Drumin - - -		
Cappoge - - -			Dunleer - - -		
Coneyburrow - - -			Mountain-town - - -		
Hammondstown - - -			Newhall - - -		
Knocktober - - -			Ravel - - -		
Lawlesstown - - -			Shamrock-hill - - -		
Mooremount - - -			Skibbolmore - - -		
Paughanstown - - -			Slieveboy - - -		
Adamstown - - -			Trean - - -		
Ballynagassan - - -			Windmill - - -		
Corstown - - -			Woodlands - - -		
Dillonstown - - -			Ardlaraghan - - -		
Drumcar - - -			Cliven - - -		
Finvoy - - -	- ditto - -	Drumcar.	Cookspark - - -		
Mountdoyle - - -			Duryhole - - -		
Plunketsland - - -			Gunstown - - -		
Simonstown - - -			Hammondstown - - -		
Skeaghmore - - -			Knockaleva - - -		
Tullydonnell - - -			Lismanus - - -		
Verdonstown - - -			Listulka - - -		
Willistown - - -			Marshallrath - - -		
Salterstown - - -			Mosstown, North - - -		
Corstown - - -			Mosstown, South - - -		
Draghanstown - - -	Meath - -	Drumcondra.	Mullacapple - - -		
Dunany - - -			Newtown Knockaleva - - -		
Johnstown - - -			Philipstown - - -		
Mitchelstown - - -			Puckstown - - -		
Aclare Cottage Demesne - - -			Rathescar, Middle - - -		
Aclare House Demesne - - -			Rathescar, North - - -		
Ballyhoe - - -			Rathescar, South - - -		
Ballymacolgan - - -			Stifyans - - -		
Balrath - - -			Stirue - - -		
Birdhill - - -			Whiteriver - - -		
Breslanstown - - -			Woodhouse - - -		
Clonbarton - - -			Ballymacan - - -	Meath - -	Grangegeeth
Corstown - - -			Balrenny - - -		
Drumbride - - -			Cardrath - - -		
Drumcondra - - -			Creewood - - -		
Drumgill, Lower - - -			Crossane - - -		
Drumgill, Upper - - -			Grangegeeth - - -		
Drumsillagh - - -			Mountfortescue - - -		
Greenan - - -			Mullagharoy - - -		
Kearntown - - -			Broomfield - - -		
Kellystown - - -			Glassallen - - -		
Kilriffin - - -			Starinagh - - -		
Largy - - -			Barnwellstown - - -	- ditto - -	Killary.
Mooneystown - - -			Braystown - - -		
Mullaghmore - - -			Brownstown - - -		
Mullyandrew - - -			Devinstown - - -		
			Heronstown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DOE—continued.			ARMAGH:		
Coardstown - - -	Meath	Killary.	Annaghmore - - -	Armagh	Annaghmore.
Topkinstown - - -			Ardrass, East - - -		
Killary - - -			Brughas - - -		
Robinstown - - -			Clonakle - - -		
Carsonstown Demesne - - -			Cranagill - - -		
Cathbran-beg - - -			Clonmacash - - -		
Cathbran-more - - -			Derrycoose - - -		
Cathbranchurch - - -			Derrycor - - -		
Cicetown - - -			Dressogagh - - -		
Catestown - - -			Drumanphy - - -		
Cegsreeve - - -			Drummannon - - -		
Cenjerstown - - -			Eglis - - -		
Cigstown - - -			Gallrock - - -		
Craysland - - -			Magaraty - - -		
Caddelstown - - -			Teagy - - -		
Corballis - - -					
Creevagh - - -			Abbeypark - - -	ditto	Armagh.
Footstown, Great - - -			Aghamoat - - -		
Footstown, Little - - -			Annaghboy, or Rosebrook - - -		
Glebe - - -			Ballycrummy - - -		
Greenhills - - -			Ballynahonemore - - -		
Howthstown - - -			Ballyrath - - -		
Keeran - - -			Ballyrea - - -		
Lisboy - - -			Carricktroddan - - -		
Mooretown - - -			Corporation - - -		
Mullaghwillin - - -			Drumadd - - -		
Newrath Big - - -			Drumarg, or Downs - - -		
Polecastle - - -			Drumcoote - - -		
Rathbrenolds - - -			Legarhill - - -		
Saintjohnsfort - - -			Longstone - - -		
Siddan - - -			Lurgyvallen - - -		
Woodtown, Lower - - -			Parkmore, or Demesne - - -		
Woodtown, Upper - - -			Tullyargle - - -		
Clontail - - -			Tullyelmer - - -		
Mitchelstown - - -			Tullylost - - -		
Ricetown - - -			Tullymore - - -		
Clonkeehan - - -	Louth	Mansfieldstown.	Tullyworgle - - -		
Corballis - - -			Tyross, or Legagilly - - -		
Bawn - - -			Umgola - - -		
Derrycammagh - - -			Armaghbrague - - -	ditto	Armaghbrague.
Gainestown, Upper - - -			Aughnagurgan - - -		
Gilbertstown - - -			Corkley - - -		
Loughanmore - - -			Corran - - -		
Mansfieldstown - - -			Granemore - - -		
Woodtown - - -			Tullybrone - - -		
Wottonstown - - -	ditto	Stabannan.	Aghavilly - - -	ditto	Ballyards.
Rathbrist - - -			Balleer - - -		
Glyde Farm - - -			Ballyards - - -		
Braganstown - - -			Ballyheridan - - -		
Charleville - - -			Ballynagalliagh - - -		
Dromgoolestown - - -			Ballynahonebeg - - -		
Drumcashel - - -			Baltarran - - -		
Pollbrock - - -			Broughan - - -		
Roodstown - - -			Cargagh - - -		
Stabannan - - -			Cavanacaw - - -		
Richardstown - - -			Drumconwell - - -		
Arthurstown - - -	ditto	Talanstown.	Enagh - - -		
Arthurstown, Little - - -			Ennislare - - -		
Cavanrobert - - -			Farmacaffly - - -		
Lisrenny - - -			Kennedies - - -		
Louth Hall - - -			Killynure - - -		
Mullamore - - -			Lisbanoe - - -		
Rathbody - - -			Lislea - - -		
Rathory - - -			Magherarville - - -		
Thomastown - - -			Moneyquin - - -		
Nicholastown - - -			Moneypatrick - - -		
Philipstown - - -					
Rathneestin - - -					
Reaghstown - - -					
Thomastown - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ARMAGH—continued.			ARMAGH—continued.		
Annaclarey - - -	Armagh -	Ballymartrim.	Kedew - - -	Tyrone -	Caledon.
Annamoy - - -			Kilgowney - - -		
Augbrafin - - -			Kilsampson - - -		
Ballaghy - - -			Knockaginnny - - -		
Ballybrocky - - -			Lairakean - - -		
Ballybrolly - - -			Millberry - - -		
Ballydoo - - -			Mullaghmore, East		
Ballymartrim, Etra			Mullaghmossagh -		
Ballymartrim, Otra			Mullynaveagh - -		
Ballyscandal - - -			Ramaket - - -		
Bracknagh - - -			Stragrane - - -		
Cloghfin - - -			Tannaghlane - - -		
Creeveroe - - -			Tullynashane - - -		
Cullentragh - - -			Tullyremon - - -		
Drumbee - - -				Armagh -	Charlemont.
Garvaghy - - -			Aghinlig - - -		
Knockagraffy - - -			Annaghmacmanus -		
Lisadian - - -			Ballytroddan - - -		
Lisbane - - -			Blackwatertown, or Lis-		
Lisdown - - -			bofin - - -		
Mullaghatinny, or Elm			Borough of Charlemont		
Park - - -			Corr and Dunavally -		
Navan - - -			Drumarn - - -		
Tamlaght - - -			Drumask, or Ballycullen		
Terraskane - - -			Drumcullen - - -		
Tirgarriiff - - -			Keenaghan - - -		
Tonnagh - - -			Kilmore - - -		
Tray - - -			Kinnegoe - - -		
Tullaghmore Agowan -			Kishaboy - - -		
Tullyneagh - - -			Lislasly - - -		
Tullynichol - - -			Mullaghmore - - -		
Tullysaran - - -			Mullanary - - -		
			Mullyleggan - - -		
Ballycoffey, or Ballyhoy	- ditto -	Brootally.	Shanmullagh, or Bally-		
Ballynagolan - - -			cullen - - -		
Balteagh - - -			Termacrannon - - -		
Brootally - - -			Tireagerty - - -		
Cormeen - - -			Tullykevan - - -		
Dernalea - - -				- ditto -	Clady.
Derryhaw - - -			Ballylane - - -		
Kilcreevy, Etra - - -			Cladybeg - - -		
Kilcreevy, Otra - - -			Cladymore - - -		
Lisdrumard - - -			Damoily - - -		
Lisdrumbrughas - - -	Tyrone -	Caledon.	Enagh - - -		
Lissagally - - -			Kilmachugh - - -		
Magherykilerany - - -				- ditto -	Crossmore.
Tamlaght - - -			Cavanagarvan - - -		
Tirearly - - -			Crossmore - - -		
Tullycallidy - - -			Derryhennett - - -		
			Drumacanver - - -		
Aghenis - - -			Drumderg - - -		
Anacramp - - -			Drumgreenagh - - -		
Annaghroe - - -			Drumhirk - - -		
Ards - - -			Drummond - - -		
Ballagh - - -			Dunlarg - - -		
Ballyboy - - -			Farnaloy - - -		
Caledon - - -			Iskymeadow - - -		
Cavanboy - - -			Killyreayy - - -		
Culligan - - -			Knockrevan - - -		
Curlagh - - -			Lisglynn - - -		
Demesne - - -			Maddaw - - -		
Derrycourtney - - -			Mowillin - - -		
Derrygooly - - -			Roughan - - -		
Derrykintone - - -			Tassagh - - -		
Dromore - - -			Tullynamalloge - - -		
Drumess - - -	- ditto -	Derrynoose.	Brackly - - -		
Drumnacmay - - -			Cargalisgorran - - -		
Dyan - - -			Carriekabolie - - -		
Enagh - - -			Carriekduff - - -		
Finghush - - -			Crossbane - - -		
Glenarb - - -			Crossnamoyle - - -		
Guinness - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ARMAGH—continued.			ARMAGH—continued.		
Crossnenagh - - -	Armagh -	Derrynoose.	Teeraw - - -	Armagh -	Grange.
Doochat, or Crossreagh -			Tirgarve - - -		
Drumherney - - -			Tullyard - - -		
Drummeland - - -			Tullygarran - - -		
Drumnahavil - - -			Tullygoonigan - - -	- ditto -	{ Hamilton's Bawn.
Fergort - - -			Ballygroobany - - -		
Kilcam - - -			Ballynewry - - -		
Lislea - - -			Carrowmoney - - -		
Listarkelt - - -			Cornacrew - - -		
Mullyard - - -			Corry - - -		
Rowan - - -			Derrynaught - - -		
Tievenamara - - -			Derryraine - - -		
Tivnacree - - -			Drumachee - - -		
Tullyhirm - - -			Drumatee - - -		
Annagh - - -	- ditto -	Glenaul.	Drumbeecross - - -		
Annaghananny - - -			Drumennis - - -		
Annagharap - - -			Drumfergus - - -		
Artasooly - - -			Drumman - - -		
Ballymacully, Lower -			Drumagloy - - -		
Ballymacully, Upper -			Drumorgan - - -		
Cabragh - - -			Drumsavage - - -		
Carrickaness - - -			Drumshallan - - -		
Cavanballaghy - - -			Garvagh - - -		
Clontycarty - - -			Hamilton's Bawn - - -		
Corr and Aughtantarragh			Johnstown - - -		
Culkeeran - - -			Killyruddan - - -		
Dernasigh - - -			Lenalea - - -		
Derrydorragh - - -			Lurgaboy - - -	- ditto -	Hockley.
Dressogagh - - -			Macantrim - - -		
Drumduff - - -			Magherydogherty - - -		
Drumgolliff - - -			Mullaghbane - - -		
Drumrusk - - -			Mullaghbrack - - -		
Drumsallan, Lower -			Mullurg - - -		
Drumsallan, Upper -			Ratarnet - - -		
Eglish - - -			Rocks - - -		
Edenderry - - -			Altaturk - - -		
Foyarr - - -			Annaclare - - -		
Kilcarn - - -			Ballybrannan - - -		
Killymaddy - - -			Cloghan - - -		
Killyquin - - -			Drummanbeg - - -		
Kilmatroy - - -			Drummanmore - - -		
Knappagh - - -			Drummasoo - - -		
Knockaneagh - - -			Drumogher - - -		
Larraghshankill - - -	- ditto -	Grange.	Killuney - - -		
Lisnafeddy - - -			Kilmachugh - - -		
Maydown - - -			Legavilly - - -		
Mullantur - - -			Mullaghbane - - -		
Mullyloughan - - -			Mullanasilla - - -		
Pollnagh - - -			Mullyloughran - - -		
Tullymore, Etra - - -			Rathdrumgran - - -		
Tullymore, Otra - - -			Saltersgrange - - -		
Turry - - -			Tirnascobe - - -		
Aghanore - - -			Turcarra - - -		
Allistragh - - -			Camagh - - -	- ditto -	Keady.
Annabagh - - -			Cargaclogher - - -		
Aughnacloy - - -			Carryhugh - - -		
Ballygassoon - - -			Clay - - -		
Ballymackilmurry - - -			Crossdened - - -		
Cabragh - - -			Darkley - - -		
Carganamuck - - -			Dundrum - - -		
Carrickaloughran - - -			Lagan - - -		
Creaghan - - -			Racarbry - - -		
Drumcarn - - -			Tullyglush - - -		
Drumsill - - -			Ballymacawley - - -		
Grange, Blundel - - -			Calone - - -		
Grangemore - - -			Carnavanaghan - - -		
Killylyn - - -			Cavanagrow - - -		
Knockaconey - - -			Drumbeebeg - - -	- ditto -	Killeen.
Lisdonwilly - - -			Drumbeemore - - -		
Moneycree - - -			Drumgaw - - -		
Mullynure - - -					

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ARMAGH—continued.</i>			<i>ARMAGH—continued.</i>		
Edenaveys - - -	Armagh -	Killeen.	Kincon - - -	Armagh -	Loughgall.
Edenknappagh - - -			Levalleglish - - -		
Killeen - - -			Lisneany - - -		
Killycapple - - -			Loughgall - - -		
Latmacollum - - -			Tullymore - - -		
Outlack - - -					
Clonmore - - -	- ditto -	Killyman.	Ballindarragh - - -	- ditto -	Markethill.
Clontyclay - - -			Ballyanny - - -		
Copney - - -			Brackly - - -		
Cronkill - - -			Bryandrum - - -		
Derryadd - - -			Cabragh - - -		
Derryane - - -			Carricklane - - -		
Derrycorry, North - - -			Coolmillish - - -		
Derrycorry, South - - -			Cordrummond - - -		
Derryhirk - - -			Corhammock - - -		
Derryhubbert, East - - -			Crunagh - - -		
Derryhubbert, North - - -			Crunaght - - -		
Derryhubbert, South - - -			Derlett - - -		
Derrylee - - -			Derrycughan - - -		
Mullenakill, North - - -			Drumgane - - -		
Mullenakill, South - - -			Drumalaragh - - -		
Mullenakill, West - - -			Drumlack - - -		
Annaboe - - -	- ditto -	Kilmore.	Dunesmullan - - -	- ditto -	Middletown.
Annahugh - - -			Edenykennedy - - -		
Ardrea - - -			Glasdrummond - - -		
Ballyhagan - - -			Gosford Demesne - - -		
Ballytrue - - -			Kilbracks - - -		
Ballytyrone - - -			Lattery - - -		
Ballywilly - - -			Lisdrumchor, Lower - - -		
Bottlehill - - -			Lisdrumchor, Upper - - -		
Cavan - - -			Lisnagat - - -		
Clonroot - - -			Lurgyross - - -		
Creenagh - - -			Maghnavey - - -		
Drumard (Primate) - - -			Scaboughan - - -		
Drumilly - - -					
Kilmacanty - - -			Ardgonnell - - -		
Kilmore - - -			Carricklane - - -		
Lisshffield - - -	- ditto -	Lisnadill.	Cavandoogan - - -	- ditto -	Rich Hill.
Lisshffield - - -			Crann - - -		
Lurgancot - - -			Creevekeeran - - -		
Money - - -			Crossdall - - -		
Tullygarden - - -			Doogarry - - -		
Ballybrolly - - -			Drumahean - - -		
Ballymacanab - - -			Drumgarran - - -		
Ballymoran - - -			Drumgose - - -		
Cashel - - -			Drumhillery - - -		
Farranamucklagh - - -			Foyduff - - -		
Foley - - -			Glassdrummond - - -		
Killyfaddy - - -			Hanslough - - -		
Lislea - - -			Kiltubbrid - - -		
Lisnadill - - -			Knockbane - - -		
Seagahan - - -			Lisslanly - - -		
Tanderagee - - -	- ditto -	Loughgall.	Mullanary - - -		
Tullynagin - - -			Middletown - - -		
Annacramph - - -			Portnelligan - - -		
Ballygasey - - -			Rathcumber - - -		
Ballyknick - - -			Rathtrillick - - -		
Ballymagerny - - -			Rawes - - -		
Castleraw - - -			Reen - - -		
Cagsanagh - - -			Shantally - - -		
Coragh - - -			Sheetrim - - -		
Derrycrew - - -			Skerries - - -		
Derryloughan - - -			Tullybrick (Hamilton) - - -		
Drumart - - -			Tullyglush (Kane) - - -		
Drumart - - -			Unshog - - -		
Drumharrieff - - -					
Fernagreevagh - - -			Aghory - - -		
Grange, Lower - - -			Annareagh - - -		
Grange, Upper - - -			Ballintaggart - - -		
Greenan - - -			Ballybreagh - - -	- ditto -	
			Ballyleny - - -		
			Ballyloughan - - -		
			Ballynahinch - - -		
			Corcreevy - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
AGH— <i>continued.</i>			ATHLONE— <i>continued.</i>		
Clewcat - - -	Armagh	Rich Hill.	Cloghanboy (Strain) -	Westmeath	Athlone.
Corryhale - - -			Cloghanboy, West -		
Cumard (Jones) - -			Clonbrusk - - -		
Cumnahunshin - -			Collegeland - - -		
Cuskyborough - - -			Curragh - - -		
Cusynnooth - - -			Curragh (Mechum) -		
Culladry - - -			Derries - - -		
Cullalelish - - -			Garrankesh - - -		
Cullaletragh - - -			Garrycastle - - -		
Rich Hill, or Legacorry			Goldenisland - - -		
Blackmacreeny - - -	- ditto -	Tullyroan.	Goldenisland (Kilmaine)		
Clewis - - -			Goldenisland (St. George)		
Cannasamry - - -			Kilmacuagh (Cooke) -		
Candress, West - - -			Kilmacuagh (Mechum) -		
Cannary - - -			Kilmacuagh (Castle-		
Cannmain - - -			maine) - - -		
Coveneden - - -			Kilnafaddoge - - -		
Corrycaw - - -			Lissywollen - - -		
Corrymagowan - - -			Loughanaskin - - -		
Corryscollop - - -			Loughandonning - -		
Craglougher - - -	- ditto -	Tynan.	Magheranerla - - -	Roscommon	Athlone.
Cullyroan - - -			Retreat - - -		
Cullynameta, or Wood			Warrensfelds - - -		
Cul Park - - -			Wren's Island - - -		
Cueaghey - - -			Athlone and Bigmeadow		
Cavanapole - - -			Barrybeg - - -		
Cooey - - -			Bellanamullia - - -		
Coolkill - - -			Bellaugh - - -		
Corsehan - - -			Bogganfin - - -		
Cortynan - - -			Bogganfin - - -		
Cearum, or Fellows'	- ditto -	Tynan.	Bunnaribba - - -		
Cull Hall - - -			Canal and Banks - -		
Cullarton - - -			Cartron - - -		
Cullay - - -			Cloonakille - - -		
Cullum - - -			Cloongowna - - -		
Cullumgar - - -			Cuilleen - - -		
Cullagh - - -			Doovoge - - -		
Cullaview, or Mucklagh			Kilnamanagh - - -		
Cullmalegg - - -			Monksland - - -		
Culland Spa - - -			Ranelagh - - -		
Cullennedies - - -	- ditto -	Ballynamona.	Two small Islands		
Cullylea - - -			Atteagh - - -		
Cullmagore - - -			Ballycreggan - - -		
Cullisloony - - -			Ballymullaville - -		
Cullisheagh, or Mount Ir-			Brideswell - - -		
Cullwin - - -			Cornageeha - - -		
Cullanooey - - -			Corrantotan - - -		
Cullarrassit, or College			Derrynasee - - -		
Cull Hall - - -			Eskerbaun - - -		
Cullallan - - -			Gortacoosan - - -		
Cullaul - - -	Westmeath	Athlone.	Keadagh - - -	- ditto -	Caltragh.
Cullybrick Etra, or			Knocknanool - - -		
Cull Bondville - - -			Lissygreaghan - - -		
Cullyglush (Nevin) -			Mullagh - - -		
Cullynan - - -			Pollalaher - - -		
Cullyne - - -			Ratawragh - - -		
Cullyne - - -			Rooskagh - - -		
Cullyne - - -			Ballylion - - -		
Cullyne - - -			Caltraghbeg - - -		
Cullyne - - -			Coolnageer - - -		
ATHLONE:	Westmeath	Athlone.	Corralea - - -	- ditto -	Caltragh.
Aghacocara - - -			Gortnasoolboy - - -		
Ardnalug - - -			Grange - - -		
Ankersbower - - -			Inchiroe and Gortfree		
Athlone - - -			Kildurney - - -		
Bunnahinly - - -			Liscam - - -		
Bunnavally - - -			Lismoyle - - -		
Cannonsfield - - -			Lysterfield - - -		
Carrickobreen - - -					
Carrtrontroy - - -					
Cloghanboy (Cooke) -	Westmeath	Athlone.			
Cloghanboy (Homan) -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
<i>ATHLONE—continued.</i>			<i>ATHLONE—continued.</i>		
Ballagh - - -	Roscommon	Carnagh.	Cam - - -	Roscommon	Kilcar.
Ballyrogan - - -			Coolagarry - - -		
Binmuck - - -			Cornalee - - -		
Carnagh, East - - -			Cornalee - - -		
Carnagh, West - - -			Curry - - -		
Carriganbeg - - -			Kilcar - - -		
Carriganmore - - -				- ditto -	Kiltoom.
Carrowphadeen - - -			Barrymore - - -		
Curraghataher - - -			Cappalisheen - - -		
Killiaghan and Gort - - -			Carrowncloghan - - -		
Lisfelim - - -			Carrowmurragh - - -		
<i>Twenty-six small Islands</i>			Cloghans Glebe - - -		
			Cornaseer - - -		
Carrawduff and Garbally			Corraclogh - - -		
Carrowkeeran - - -			Corramore - - -		
Castlesampson - - -			Feamore - - -		
Cloonoghill - - -			Horse Island - - -		
Corkip - - -			Kiltoom - - -		
Corraree and Ballygatta	- ditto -	Castlesampson.	Lisbaun - - -		
Cuillfadda and Dernishin			Moyvannan - - -		
Cuilmore - - -			Sedgy Island - - -		
Esker - - -			Whin Island - - -		
Eskerbeg - - -			Yellow Island, Large - - -		
Feacle - - -			Yellow Island, Little - - -		
Kilkenny - - -			<i>Twelve small Islands</i>		
Sheean - - -					
Skeanamuck - - -			Carrownamaddy - - -	- ditto -	Lecarrow.
Tawnagh - - -			Carrownure, Lower - - -		
			Carrownure, Upper - - -		
Cloonown - - -	- ditto -	Cloonown.	Galeybeg - - -		
Long Island - - -			Killooy - - -		
Long Island, Little - - -			Kilmore - - -		
<i>One small Island</i>			Knockanyconor - - -		
			Knockskehan - - -		
Callowbeg - - -			Mountplunkett - - -		
Carrickynaghtan - - -			Rinnagan - - -		
Carrickynaghtan and Gar-			Toberdan - - -		
rymagawnbog - - -			Warren - - -		
Craneam - - -			<i>Three small Islands</i>		
Cornafulla - - -					
Crannagh - - -	- ditto -	Crannagh.	Ardmullan - - -	- ditto -	Rock Hill.
Crannaghbeg - - -			Bredagh - - -		
Crannaghmore - - -			Carrick - - -		
Creggan - - -			Carrick - - -		
Cregganabeaka - - -			Carrickbeg - - -		
Curraghnaboll - - -			Carrowkeeney - - -		
Garrymagawna - - -			Carrownderry - - -		
Inchinallee - - -			Carrownolan - - -		
Keeloges - - -			Carrownure - - -		
Keelty - - -			Cartron - - -		
Lisduillure - - -			Curraghboy - - -		
Moynure - - -			Derryglad - - -		
Taylorstown - - -			Flegans - - -		
			Gortnasythe - - -	- ditto -	Taghboy.
Cloonark - - -	- ditto -	Drumlosh.	Rackans - - -		
Drumlosh - - -			Strahauns - - -		
Johnstown Demesne - - -					
Ballyglass - - -			Ballyforan - - -		
Ballyglass (Dodwill) - - -			Cloghan - - -		
Ballymintan - - -			Coolatober - - -		
Breeole - - -			Creharmore - - -		
Breeole, West - - -			Curraghadoon - - -		
Cartronkilly - - -			Jamestown - - -		
Cooldorragh - - -			Lissaphuca - - -		
Cuilleenirwan - - -			Lisswilliam - - -		
Cuilleenoolagh - - -			Mullaghardagh - - -		
Derrycahill - - -			Taghboy - - -		
Feevagh - - -	- ditto -	Dysart.	Torpanbeg - - -		
Feevaghbeg - - -			Torpanmore - - -		
Feevaghmore - - -					
Milltown - - -					
Porteen and Ballyrevagh					
Porteen and Ballyrevagh,					
West - - -					
Tirconnellbeg - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONE—continued.			ATHLONE—continued.		
Bellaneeny - - -	Roscommon	Taghmaconnell.	Lisdachon - - -	Westmeath	Auburn.
Boleyduff - - -			Lisnascreen - - -		
Boonacaltry - - -			Lissatunny - - -		
Bennane - - -			Lissoy - - -		
Boigboy - - -			Lissoy - - -		
Bagh - - -			Lurgan - - -		
Blackland - - -			Magheracuirknagh - - -		
Keavally - - -			Rath - - -		
Maduff - - -			Toberclare - - -		
Thymaconnell - - -			Tobernaganhoge - - -		
Thermacloughlin - - -	- ditto -	Thomastown.	Tullaghan - - -	- ditto -	Ballybroder.
Thurlaghmore - - -			Tullyhogan - - -		
rdagawna - - -			Tullyhumphrys - - -		
rdkeen - - -			Tullylanesborough - - -		
rdnanure - - -			Ballagh - - -		
elrea - - -			Ballinderry - - -		
loonboley - - -			Ballinlig - - -		
loonillan - - -			Ballybeg - - -		
loonrollagh - - -			Ballybroder - - -		
reagh - - -			Ballynagall - - -		
uilglass - - -	- ditto -	Turrock.	Ballynagrenia - - -	- ditto -	Bellanalack.
urraghaleen - - -			Custorum - - -		
urryroe - - -			Grange - - -		
ooghan - - -			Kilcatherina - - -		
Drum - - -			Ballydoogan - - -		
ilmocolmock - - -			Ballynagarbry (Mullock) - - -		
lihanboy - - -			Ballynagarbry (Pim) - - -		
ewtown - - -			Ballynagarbry - - -		
Maduff, East - - -			Bellanalack - - -		
Maduff, West - - -			Cappaghaneen - - -		
Thomastown Demesne - - -	- ditto -	Turrock.	Clonthead - - -	- ditto -	Carn.
Ardcolman - - -			Coolen - - -		
Ballina - - -			Dunlom, West - - -		
Bredagh - - -			Dunegan - - -		
Barrowkeel - - -			Farnagh - - -		
Barrowmore - - -			Killachonna (Clibborn) - - -		
Barrownadurly - - -			Killachonna (Castlemaine) - - -		
Barrowntariff - - -			Killachonna (Potts) - - -		
Boonagh - - -			Knockdomny - - -		
Dommeen - - -			Shurock - - -		
Dommons - - -	Westmeath	Auburn.	Aghanvoneen - - -	- ditto -	Castledaly.
Donin - - -			Ballymurphy - - -		
Garrynagran - - -			Belville - - -		
Garrynphort - - -			Boyanaghcalry - - -		
Garrynphort - - -			Cappaghbrack - - -		
Glenrevagh - - -			Carnpark - - -		
Gortaphuill - - -			Clonrelick - - -		
Gortaphuill - - -			Coolvuck, Lower - - -		
Lisnamucklagh - - -			Coolvuck, Upper - - -		
Lisnamucklagh - - -			Fassagh - - -		
Lisleenamanragh - - -	- ditto -	Turrock.	Killinroan - - -	- ditto -	Castledaly.
Shanballylosky - - -			Magheramore - - -		
Tullyneeny - - -			Mackanrany - - -		
Turrock - - -			Nahod, Little - - -		
Auburn - - -			Nahod, More - - -		
Ballynakill - - -			Tully - - -		
Ballynakill, Upper - - -			Tullywood - - -		
Boardsland - - -			Twyford - - -		
Brittas - - -			Warren, High - - -		
Carrickfin - - -			Williamstown - - -		
Cartronkeel - - -	- ditto -	Turrock.	Agharanny - - -	- ditto -	Castledaly.
Cloghannagarragh - - -			Aghavoneen - - -		
Corr - - -			Ballinlassy - - -		
Creevenamanagh - - -			Ballycahillroe - - -		
Fearmore - - -			Ballynahown - - -		
Forty Acres - - -			Ballynahown Wood - - -		
Kilfaughny - - -			Boggagh (Conran) - - -		
Kilkenny Abbey - - -			Boggagh (Eighter) - - -		
Kilkenny (Lanesboro') - - -			Boggagh (Fury) - - -		
Kilkenny, West - - -					
Lackan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ATHLONE—continued.</i>			<i>ATHLONE—continued.</i>		
Boggagh (Malone) -	Westmeath	Castledaly.	Curries -	Westmeath	Moate.
Bolinarra -			Cregganmacar -		
Bolyconor -			Fearmore -		
Boyanagh (Earl) -			Gorteen -		
Boyanagh (Malone) -			Killeenboylegan -		
Castletown -			Kill -		
Clonaltra (King) -			Kilnahinch -		
Clonaltra (West) -			Legan -		
Clonmore -			Magheramurphy -		
Clonydonnin -			Moategranoge -		
Glebe, East -			Moneen -		
Glebe, West -			Toorfelim -		
Hall -			Tullaghnageeragh -		
Kilbillaghan -					
Kilcleagh -	ditto	Glassan.	Aghanashanamore -	ditto	Mount Temple.
Leeoge -			Ardyduffy -		
Lowerwood -			Ballysallagh -		
Newcastle -			Carnfyan -		
Toorydonnellan -			Clooneyegan -		
			Correagh -		
Annagh -			Creeve -		
Ballaghkeeran, Big -			Creevebeg -		
Ballaghkeeran, Little -			Dunlom, East -		
Bunown -			Fairfield -		
Caplahard -			Fearmore -		
Deerpark -			Glebe -		
Farrannamoreen -			Killeenatoor -		
Glassan -	ditto	Killinure.	Labaun -	ditto	Moydrum.
Glassan -			Legan -		
Pearsonsbroom -			Mount Temple -		
Portaneena -			Rathduff -		
Waterstown -			Tullaghanshanlin -		
<i>Four small Islands</i> -			Tullybane -		
Ballintober -			Annaghgortagh -		
Ballybrickoge -			Blyry, Lower -		
Coolatoor -			Blyry, Upper -		
Coolatoor, or Grouse- Lodge -			Ballykeeran -		
Curragh -			Cappankelly -		
Derryhall -			Clonagh -		
Kilcumreragh -			Coosan -		
Laragh -			Cornamaddy -		
Lisnagree -			Cornamagh -		
			Creaghduff -		
Ballinlough -	ditto	Muckanagh.	Creaghduff, South -		
Glebe -			Crosswood -		
Killeenmore -			Friars Island -		
Killinure, North -			Garrynafela -		
Killinure, South -			Hare Island -		
Lissakillen, North -			Hillquarter -		
Lissakillen, South -			Kippinstown -		
Portlick -			Meehan -		
Rooan -			Moydrum -		
Tonagh -			Moydrum -		
Skenanaveane -			Tullin -		
Whinning -			Tullycross -		
<i>Thirty-seven small Islands</i> -			Warren, Lower -		
			<i>Thirty-one Islands</i> -		
Aghafin -	ditto	Moate.	Ballynacliffy -	ditto	Muckanagh.
Aghanagrit -			Bleanphuttoge -		
Agharevagh, East -			Bethlehem -		
Attimurtagh -			Cartron -		
Arndaponra -			Coolaleena -		
Bawnoges -			Creggan -		
Baltrasna -			Inchbofin -		
Ballynakill -			Inchmore -		
Ballynamuddagh -			Inchmore (Tiernan) -		
Ballyscarvan -			Inchturk -		
Cappantack -			Lowpark, or Ballyboy -		
Cartronkeel -			Muckanagh -		
Cloghbane -			Nun's Island -		
Clonlonan -			Ross -		
Culleenagower -			<i>Ten small Islands</i> -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONE—continued.			ATHY—continued.		
Agharevagh, West	Westmeath	Tubbrit.	Milltown	Kildare	Athy.
Aghnasullivan			Pandeenourstown		
Ballydonagh			Prusselstown		
Ballygowlan			Prusselstown		
Blackories			Quarry		
Bartrons			Rathstewart		
Bloonbonny			Rosbran		
Bloodalin			Roundhills		
Borralena			Russelstown		
Breggan, Lower			Salisbury		
Breggan, Upper			Sawyerswood		
Burraghbeg			Shamrock Lodge		
Bardrum			Shanrath		
Barranmanny, North			Shanrath, East		
Barranmanny, South			Shanrath, West		
Blen			Srowland		
Kilgarvan			Tomard		
Kilgarvan Glebe			Tonlegee		
Killogeenaghan			Townparks		
Killomenaghan			Townparks		
Knockanea			Tullygorey		
Ories	ditto	Umma.	Willsgrove		
Scroghil			Woodstock, North		
Sheevan			Woodstock, South		
Srameen			Ballaghmoon		
Tubbrit			Ballaghmoon Castle		
Ballinlig, Lower			Ballyburn, Upper		
Ballinlig, Upper			Gortenvacan		
Ballycloghduff (Molston)			Gotham		
Ballycloghduff			Knocknagee		
Ballynafearagh			Lisbush		
Lisanode			Monaclaudy		
Moyvoughly			Newtownallen		
Raheen			Ashgrove		
Toorbeg			Cush		
Ummabeg, or Moneymanagh			Derryoughter, East		
Ummamore			Derryoughter, West		
ATHY:			Fasagh		
Ardree	Kildare	Athy.	Fearmore		
Ardree			Gorteen		
Ardrew			Kilbeg		
Athy			Killeen, East		
Athy			Killeen, West		
Ballybought			Kilpatrick		
Barkersford			Larchhill		
Barrowford			Lughil		
Belview			Riverstown		
Blackparks			Ballyshannon		
Bleach			Ballyshannon Demesne		
Bennetsbridge			Blackhall		
Bray, Lower			Bullhill		
Bray, Upper			Calverstown		
Ballynasculloge			Calverstown Demesne		
Cardington			Calverstown, Little		
Cardington Demesne			Carrighill, Lower		
Chanterlands			Carrighill, Upper		
Clonmullin			Crawnglass		
Clonmullin			Crockaun		
Cloneyburrow			Davidstown		
Cloneyburrow			Mullaghmoyne, East		
Coolroe			Mullaghmoyne, West		
Courtown, East	ditto	Ballyshannon.	Racefield		
Courtown, West			Tippeenán, Lower		
Forest			Tippeenán, Upper		
Foxhill			Wevil		
Gallowshill			Whitehouse		
Geraldine			Martinstown		
Goulyduff			Martinstown		
Graysland			Martinstown		
Graysland			Martinstown		
Kilcoo			Moortown Castle		
			Thomastown		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ATHY—continued.</i>			<i>ATHY—continued.</i>		
Ballyvass - - -	Kildare - -	Belan.	Ardellis, Lower - -	Kildare - -	Fontstown.
Belan - - -			Ardellis, Upper - -		
Hobertstown, East - -			Ballynagussaun - -		
Hobertstown, West - -			Boleybeg - - -		
Ardmore - - -	- ditto - -	Bert.	Boley, Great - - -		
Bert Demesne - - -			Boley, Little - - -		
Clogorow - - -			Castlefarm - - -		
Newtownbert - - -			Derrynine - - -		
Oldcourt - - -			Fontstown, Lower - -		
Shanraheen - - -			Fontstown, Upper - -		
Tyrrellstown - - -			Lynamsgarden - - -		
Ardscull - - -	- ditto - -	Burtown.	Monatore - - -		
Aghanure - - -			Oldgrange - - -		
Ballindrum - - -			Oldgrange - - -		
Burtown, Big - - -			Rathconnell - - -		
Burtown, Little - - -			Rathconnell Wood - -		
Glassely - - -			Rathsillagh, Lower - -		
Irishtown - - -	- ditto - -	Castledermot.	Rathsillagh, Upper - -		
Inch - - -			Ballycullane - - -	- ditto - -	Grangemellon.
Abbeyland - - -			Ballyroe - - -		
Ballyburn, Lower - -			Dollardstown - - -		
Ballyvannan - - -			Grangemellon - - -		
Barnhill - - -			Heath - - -		
Barnhill, East - - -			Leinster Lodge - - -		
Barnhill, West - - -			Levitstown - - -		
Bigbog - - -			Nicholastown - - -	- ditto - -	Harristown.
Castledermot - - -			Rosetown - - -		
Coltstown - - -			Snugburrow - - -		
Crophill - - -			Turnerstown - - -		
Dairyfarm - - -			Bawn - - -		
Davidstown, Lower - -			Boghall - - -		
Davidstown, Upper - -			Boherbaun, Lower - -		
Garterfarm - - -			Boherbaun, Upper, or		
Halfmiletown - - -			Monapheeby - - -		
Knockaphuca - - -			Cherrymills - - -		
Knocknacree - - -			Clarey - - -		
Knocknacree - - -			Cloneybeg - - -		
Mullarney - - -			Coolagh - - -		
Newtown - - -			Eskerhill - - -		
Townparks - - -			Gorteen, Lower - - -		
Woodlands, East - - -			Gorteen, Upper - - -		
Woodlands, West - - -			Harristown, Lower - -		
Ballyroe - - -	- ditto - -	Churchtown.	Harristown, Upper - -		
Blackford - - -			Lenagorra - - -		
Brackney - - -			Mylerstown - - -		
Brownstown - - -			Rickardstown, Lower - -		
Castlemitchel, North - -			Rickardstown, Upper - -		
Castlemitchel, South - -			Tullagh - - -		
Castlereban, North - -			Annalough - - -	- ditto - -	Inchaquire.
Castlereban, South - -			Ballintaggart - - -		
Churchtown, North - -			Blackrath - - -		
Churchtown, South - -			Colbinstown - - -		
Crohanree - - -			Inchaquire - - -		
Kilerow - - -			Lipstown - - -		
Moatstown - - -			Rahoonbeak - - -	- ditto - -	Johnstown.
Raheenadeeragh - - -			Hallahoise - - -		
Sheean - - -			Johnstown, North - -		
Blackcastle - - -			Johnstown, South - -		
Castleroe, East - - -			Prumpelstown, Lower - -		
Castleroe, West - - -			Prumpelstown, Upper - -		
Crocket - - -	- ditto - -	Dunmanoge.	Cloney - - -	- ditto - -	Kilberry.
Dunmanoge - - -			Kilberry - - -		
Jerusalem - - -			Lowtown - - -		
Knockroe - - -			Sheean - - -		
Levitstown - - -					
Maganey, Lower - - -					
Maganey, Upper - - -					
Newtownpilsworth - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
IV—continued.			ATHY—continued.		
Ballygreany - - -	Kildare - -	Kildangan.	Monasterevin - - -	Kildare - -	Monasterevin.
Ballyvarney - - -			Monasterevin Bog - - -		
Duneany - - -			Moorabbey Demesne - - -		
Fennor - - -			Oghil - - -		
Grangebeg - - -			Oldgrange - - -		
Kildangan - - -			Passlands - - -		
Rathmuck - - -			Skirteen - - -		
			Stramillian - - -		
Ballynamony - - -	- ditto - -	Kilkea.	Moone - - -	- ditto - -	Moone.
Beaconstown - - -			Mullamast - - -		
Coolane - - -			Ballyadams - - -	- ditto - -	Narraghmore.
Grangerosnolvan - - -			Ballybarney - - -		
Grangerosnolvan, Lower - - -			Battlemount - - -		
Grangerosnolvan, Upper - - -			Boleybeg - - -		
Kilkea, Lower - - -			Crookstown, Lower - - -		
Kilkea, Upper - - -			Killeen - - -		
Lodgefarm - - -	- ditto - -	Kilrush.	Lipstown, Lower - - -		
Mullaghreelan - - -			Lipstown, Upper - - -		
Borough - - -			Narraghmore - - -		
Bushy park - - -			Narraghmore Demesne - - -		
Castlefarm - - -			Balkinstown - - -	- ditto - -	Nurney.
Chapel farm - - -			Blackditch - - -		
Coolyphullagh - - -			Kildoon - - -		
Eaglehill - - -			Nurney - - -		
Elone - - -			Nurneybog - - -		
Fearaun - - -			Nurney Demesne - - -		
Greatrath - - -	- ditto - -	Lackagh.	Walterstown - - -	- ditto - -	Quinsborough.
Hillfarm - - -			Walterstown, Lower - - -		
Ironhills - - -			Aughrim - - -		
Killboggan - - -			Clogheen - - -		
Kilrush - - -			Coolatogher - - -		
Millfarm - - -			Coolsicken, or Quinsborough - - -		
Newtown - - -	- ditto - -	Lackagh.	Derrylea - - -	- ditto - -	Skerries.
Rock - - -			Pollagorteen - - -		
Tawnrush - - -			Ummerasbeg - - -		
Ballykelly - - -			Ardnagross - - -	Queen's - -	Ballyadams.
Cherryville - - -			Ballynabarna - - -		
Clondown - - -			Blackwood - - -		
Concealment - - -			Kilmead - - -		
Coolier - - -			Loughabor - - -		
Crossmorris - - -			Rathgrumley - - -		
Hybla, or Ballyneage - - -	- ditto - -	Monasterevin.	Skerries, North - - -	- ditto - -	Ballylynan.
Knarinstown - - -			Skerries, South - - -		
Lackaghbeg - - -			Smallford - - -		
Lackaghbog - - -			Tinnakill - - -		
Lackaghmore - - -			Youngstown - - -		
Mayfield, or Ballynagallagh - - -			Ballintlea - - -	- ditto - -	Ballylynan.
Mountrice Bog - - -	- ditto - -	Monasterevin.	Ballintubbert - - -		
Mountrice - - -			Ballyadams - - -		
Mullaghroe, Lower - - -			Cappanafeacle - - -		
Mullaghroe, Upper - - -			Crannagh - - -		
Mynagh - - -			Kellyville - - -		
Mynagh - - -	- ditto - -	Monasterevin.	Monascreaban - - -	Queen's - -	Ballyadams.
Shendala - - -			Ratherrig - - -		
Tobercocka - - -			Rathmore - - -		
Toghereen - - -			Rosbran - - -		
Togherorymore - - -			Southfield - - -		
Ummerasmore - - -			Sronscull - - -		
Ballyfarson - - -	- ditto - -	Monasterevin.	Aghanure - - -	- ditto - -	Ballylynan.
Barraderra - - -			Ballylynan - - -		
Clogheen - - -			Corbally - - -		
Clonegath - - -			Fallaghmore - - -		
Coolnafearagh - - -			Loughlass - - -		
Cowpasture - - -			Milltown - - -		
Glebe Island, or Cloncarlin. - - -	- ditto - -	Monasterevin.	Parkahoughill - - -	- ditto - -	Ballylynan.
Gorteenona - - -			Rahin - - -		
Grangeoor - - -					
Kill - - -					
Millfarm - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ATHY—continued.			ATHY—continued.		
Barrowhouse - - -	Queen's - -	Barrowhouse.	Gracefield - - -	Queen's - -	Rathaspick.
Dunbrin, Lower - - -			Inch - - -		
Dunbrin, Upper - - -			Kilfeacle - - -		
Drumroe - - -			Kellystown - - -		
Garroonagh - - -			Kylenabeby - - -		
Graigie - - -			Mullaghmore - - -		
Killyganard - - -			Rathaspick - - -		
Rathgilbert - - -			Shanragh - - -		
Shanganaghbeg - - -			Wolfhill - - -		
Shanganaghmore - - -					
Whitebog - - -					
Ballyduff - - -	- ditto - -	Curraclone.	Aghamaddosh - - -	- ditto - -	Stradbally.
Ballykilcavan - - -			Ballaghmore - - -		
Bawn - - -			Ballymaddock - - -		
Binbawn - - -			Brockly Park - - -		
Blackford - - -			Carriksallagh - - -		
Curraclone - - -			Grange, Lower - - -		
Drumneen - - -			Grange, Upper - - -		
Garrans - - -			Knocknambraher - - -		
Inch - - -			Kylebeg - - -		
Kylebeg - - -			Newtown - - -		
Knockphilip - - -	- ditto - -	Killabban.	Oldmill - - -	- ditto - -	Tankardstown.
Mill Land - - -			Oughaval - - -		
Monaferrick - - -			Park, Lower - - -		
Park - - -			Park, Upper - - -		
			Raheenduff - - -		
			Rathmore - - -		
			Stradbally - - -		
			Tursalla - - -		
Ballyfoyle - - -	- ditto - -	Luggacurren.	Ballinree - - -	- ditto - -	Timogue.
Ballynagarr - - -			Ballybeg - - -		
Coolgarragh - - -			Ballycorman - - -		
Grange - - -			Clonpierce - - -		
Killabban - - -			Cullenagh - - -		
Killeen - - -			Cullenagh - - -		
			Kilmorony - - -		
			Maghareagh - - -		
			Milford - - -		
			Monebrock - - -		
Brennanshill - - -	- ditto - -	Moyanna.	Oldcourt - - -	- ditto - -	Vicarstown.
Clopook - - -			Skehanagh - - -		
Coolglass - - -			Tankardstown - - -		
Coolrusk - - -					
Fallowbeg, Lower - - -					
Fallowbeg, Middle - - -					
Fallowbeg, Upper - - -					
Fernyhill - - -					
Gorreelagh - - -					
Guileen - - -					
Knockahonagh - - -	- ditto - -	Moyanna.	Ballinteskinn - - -	- ditto - -	Vicarstown.
Luggacurren - - -			Ballycoolan - - -		
Manger - - -			Ballyprior - - -		
Monamanry - - -			Banteogue - - -		
Raheenahown - - -			Bigbog - - -		
Raheenbarnagh - - -			Carrigeen - - -		
Scotland - - -			Clondoolagh - - -		
Tomoclavin - - -			Derrytrasna - - -		
Tullomoy - - -			Guileen - - -		
			Killalooghan - - -		
Ballynowlan - - -	- ditto - -	Moyanna.	Killavally - - -	- ditto - -	Vicarstown.
Ballyrider - - -			Loughteeog - - -		
Correel - - -			Money, Lower - - -		
Garrymaddock - - -			Money, Upper - - -		
Kilrory - - -			Powelstown - - -		
Kylespiddoge - - -			Powelstown - - -		
Moyanna - - -			Raheenanisky - - -		
Raheenahown, North - - -			Timogue - - -		
Raheenahown, South - - -					
Raheenaniska - - -					
Ratherea - - -	- ditto - -	Moyanna.	Ballymanus - - -	- ditto - -	Vicarstown.
Rossmore - - -			Correel - - -		
Rosnamullane - - -			Derrybrock - - -		
Tonafarna - - -			Portree - - -		
			Vicarstown (Cosby) - - -		
			Vicarstown (Dodd) - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BAILIEBOROUGH:	All the Town- lands in this Union are in the County of Cavan.		BAILIEBOROUGH—continued.	All the Town- lands in this Union are in the County of Cavan.	
Ballynamona - - -			Cuileagh - - -		
Beekscourt - - -			Doon - - -		
Bracklin - - -			Drumrat - - -		Crossbane.
Cavanskeldragh - - -			Enagh - - -		
Cloverhill - - -			Lisnabantry - - -		
Corglass - - -			Lisnabederna - - -		
Corkish - - -			Raffony - - -		
Corlurgan - - -			Seeharan - - -		
Corweelis - - -					
Crocknahattin - - -			Cordoagh - - -		
Corraghy - - -			Drumanespick - - -		
Cerrynure - - -			Drummeva - - -		Drumanespick.
Cromore - - -			Greaghcrottagh - - -		
Drumbannan - - -			Ledonigan - - -		
Drumacarrow - - -			Monaghanoose - - -		
Drumkeery - - -			Pottlebrack - - -		
Drumlon - - -			Seefin - - -		
Dundragon - - -			Tonyfoyle - - -		
Galbolie - - -			Tullywaltry - - -		
Gartnaneane - - -					
Greagharne - - -		Bailieborough.	Balloughly - - -		
Greaghduff - - -			Birragh - - -		
Greaghduff - - -			Bracklin - - -		
Greaghnadarragh - - -			Carrowreagh - - -		
Greaghnemale - - -			Clonturkan - - -		
Killan - - -			Coppanagh - - -		
Lea - - -			Cordoagh - - -		Enniskeen.
Letter - - -			Cornasans - - -		
Leitrim - - -			Corraneary - - -		
Lisanalsk - - -			Corraweelis - - -		
Lisball - - -			Drumbar - - -		
Lisgar - - -			Drumerin - - -		
Lisnalea - - -			Edennagully - - -		
Lurganbane - - -			Laragh - - -		
Pottle, Lower - - -			Mohercron - - -		
Pottle, Upper - - -			Moyer - - -		
Rakeevan - - -					
Panderagee - - -					
Urcher - - -					
			Beagh Glebe - - -		
			Burnew - - -		
Aghnacloe - - -			Cargagh - - -		
Blackhills, Lower - - -			Carricknaveagh - - -		
Blackhills, Upper - - -			Cleffin - - -		
Carnagarve - - -			Coolnacola - - -		
Carnalynch - - -			Corratinner - - -		
Carnans, Lower - - -			Derryhum - - -		
Carnans, Upper - - -			Gallon - - -		Killinkere.
Carrickgorman - - -			Galloncurra - - -		
Corradoa - - -			Gola - - -		
Drutamy - - -		Carnagarve.	Greaghadoo - - -		
Fartadreen - - -			Greaghadossan - - -		
Finternagh - - -			Greaghclaugh - - -		
Greaghclogh - - -			Greaghnacunnia - - -		
Invyarroge - - -			Kilmore - - -		
Lurganaveele - - -			Lismagiril - - -		
Pottleduff - - -			Lisnabantry - - -		
Relaghibeg - - -					
Relaghmore - - -					
Srahan - - -			Annagh - - -		
Togher - - -			Cabra - - -		
Tullynaskeagh - - -			Corgarry - - -		
			Cormey - - -		
			Cornagee - - -		
			Cornakill - - -		
Annagharnet - - -			Cornaman - - -		
Ardlow - - -			Corrawaddy - - -		
Clonmacmara - - -			Corrinshigo - - -		
Corfad - - -		Crossbane.	Cortober - - -		Kingscourt.
Cornaglea, Lower - - -			Dingin - - -		
Cornaglea, Upper - - -			Drumpeak - - -		
Corryrourke - - -			Drumsallagh - - -		
Croosbane - - -			Dunaree - - -		
Crossreagh - - -					
Corragloon - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
BAILIEBOROUGH—continued.	All the Town- lands in this Union are in the County of Cavan.		BAILIEBOROUGH—continued.	All the Town- lands in this Union are in the County of Cavan.	
Enniskeen - - -	- - -	Kingscourt.	Cornalara - - -	- - -	Taghart.
Gallonboy - - -			Crossmakeelan - - -		
Larchfield Glebe - - -			Derry - - -		
Lisachunny - - -			Drumad - - -		
Lisanisky - - -			Glasleck - - -		
Lisasturrim - - -			Kilcrossbeg - - -		
Lisnabederna - - -			Kilercossduff - - -		
Lisnaclea - - -			Nolagh - - -		
Lisnasassonagh - - -			Ralaghan - - -		
Marahill - - -			Taghart, North, or Clos- nabradin - - -		
Mullanacross - - -	- - -	Lisagoan.	Taghart, South - - -	- - -	Termon.
Mullantra - - -			Tullybrick - - -		
Muff - - -			Assan - - -		
Raragh - - -			Billis - - -		
Collops - - -			Carrickeeshil - - -		
Corglass - - -			Corraneden - - -		
Corlea - - -			Drumederglass - - -		
Cornamagh - - -			Drummallaght - - -		
Corrycholman - - -			Drumfomina - - -		
Dromiller - - -			Kilyduff - - -		
Drumskerry - - -	- - -	Shercock.	Lateaster - - -	Mayo - - -	Ardagh.
Leiter - - -			Lissacapple - - -		
Lisagoan - - -			Lissannymore - - -		
Tullybrick - - -			Lurgananure - - -		
Agharah - - -			Termon - - -		
Annaghieran - - -			Tievenaman - - -		
Carrickreeny - - -					
Corbeagh - - -			BALLINA:		
Corclare - - -			Ballymanagh - - -		
Corlattyroll - - -			Ballyneety - - -		
Corlattyannan - - -	- - -	Skeagh.	Brackloonagh - - -	Sligo - - -	{ Ardnaree, North.
Cornaleen - - -			Bundeeleen - - -		
Corraghy - - -			Carrowerin - - -		
Corravilla - - -			Carrowgarve, North - - -		
Corravilla - - -			Cloonbrone - - -		
Crocklusty - - -			Deelcastle - - -		
Croley - - -			Derreen - - -		
Darkley - - -			Drumindoo - - -		
Drumhillagh, North - - -			Garraunard - - -		
Drumlom - - -			Grange - - -		
Kinnea - - -	- - -	Skeagh.	Knockadangan - - -	- ditto - - -	{ Ardnaree, South.
Latterriff - - -			Knockagarravaun - - -		
Lecks - - -			Knockanumera - - -		
Lisataggart - - -			Knockfree - - -		
Lisdrumfad - - -			Knockglass - - -		
Lisdrumskea - - -			Rathmoyle - - -		
Lisnadaragh - - -			Wherrew - - -		
Rabane - - -			Ardvally - - -		
Rabane - - -			Bellanira, or Iceford - - -		
Shinan - - -			Castleconor - - -		
Beglieve - - -	- - -	Skeagh.	Corimla, North - - -	- ditto - - -	{ Ardnaree, South.
Blackstep - - -			Corimla, South - - -		
Cappog - - -			Dooyeaghny, or Cloon- loughan - - -		
Corleck - - -			Farrangarode - - -		
Cornanaff - - -			Farranmorgan - - -		
Cornaveigh - - -			Lugnamannow - - -		
Corrakeeran - - -			Quicnamanger - - -		
Derrydamph - - -			Quignalecka - - -		
Drumamuck Glebe - - -			Quignashee - - -		
Drumbar - - -			Rathdonnell - - -		
Drumeague - - -	- - -	Skeagh.	Rathmeel - - -	- ditto - - -	{ Ardnaree, South.
Drumhillagh, South - - -			Abbey, Half-quarter - - -		
Drumoosclin - - -			Ardnaree, or Shanaghy - - -		
Duneena - - -			Ballyholan - - -		
Enagh - - -			Behybeg - - -		
Kilnacross - - -			Behymore - - -		
Knockbride - - -			Breaghwy - - -		
Lisdonan - - -					
Skeagh - - -					
Tattyreagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLINA—continued.			BALLINA—continued.		
Anree - - -	Sligo - - -	{ Ardnaree, South.	Ballinteean - - -	Mayo - - -	Ballysakeery.
Arrowcushlaun - - -			Ballysakeery - - -		
Arrowcushlaun, West - - -			Broadlands, or Knocka- farson - - -		
Cloonlaun - - -			Carrowkelly - - -		
Glebe - - -			Carrowreagh - - -		
Knockalyre, or Downhill - - -			Cloonawillin - - -		
Mullans - - -			Cloonshinnagh - - -		
Signalecka - - -			Coolealmore - - -		
Thkip - - -			Coonealcauraun - - -		
Drass - - -			Derreens - - -		
Malmore - - -	Knockalough - - -	- ditto - - -	Bunaveela.		
Oyhollogh - - -	Knockatinnoe - - -				
Arrick - - -	Lecarrow - - -				
Arrowdoogan - - -	Lisglennou - - -				
Berrynabaunshy - - -	Mullafarry - - -				
Glendaduff - - -	Newtownwhite - - -				
Gildermot - - -	Rathglass, East - - -				
Gillgellia - - -	Rathroeen - - -				
Lullaghawny - - -	Rosserk - - -				
Reanlaur - - -	Rusheens - - -				
	Eleven small Islands - - -				
Ballycong - - -	Bunaveela - - -	- ditto - - -	Carrowmore.		
Bunnafinglas - - -	Fiddaunnageeroge - - -				
Carrowkeribly - - -	Glendavoolagh - - -				
Corradrisky - - -	Goulaun - - -				
Berryvicneill - - -	Keenaghmore - - -				
Drumcoba - - -	Leamadartaun - - -				
Loosky - - -	Lettertrask - - -				
Reanoughter - - -	Tawnynahulty - - -				
	Tubbridbeg - - -				
	Tubbridmore - - -				
Arduaghan - - -	Annagh Island - - -	- ditto - - -	{ Crossmolina, North.		
Ballina - - -	Annaghroe Islands - - -				
Ballynaraha - - -	Annaghteige Island - - -				
Behybaun - - -	Ardagh - - -				
Belleek - - -	Ballybeg - - -				
Cloonaghmore - - -	Ballyderg - - -				
Clooneigh - - -	Ballyhiernaun - - -				
Cloonglasney - - -	Ballynahaglish - - -				
Cloonturk - - -	Carrowmore - - -				
Cloontykillow - - -	Cappanaglough - - -				
Commons - - -	Carrowtreila - - -				
Coolcran - - -	Cloghans - - -	- ditto - - -			
Crannagh - - -	Cloonacauna - - -				
Creggaun - - -	Cloontally - - -				
Croftonpark - - -	Cloonyarigaun - - -				
Culleens - - -	Cloonygunnaun - - -				
Farrandeelion - - -	Cloonyvollow - - -				
Farrannasculloge - - -	Coolcran - - -				
Farrannoo - - -	Corroy - - -				
Garrankeel - - -	Derrygullinaun - - -				
Gortatogher - - -	Derrynamuck - - -				
Gorteen - - -	Friarstown - - -				
Greenaun - - -	Garrycloonagh - - -				
Kilmoremoy - - -	Gortaskibbole - - -				
Knockanelo - - -	Glebe - - -				
Knockanillaun - - -	Newton - - -				
Knockduff - - -	Rathbaun - - -				
Knockegan, and Cloon- aghbeg - - -	Rathduff - - -				
Knocklehaugh - - -	Scotchfort - - -				
Knocksbarrett - - -	Abbeytown - - -				
Laghtadawannagh - - -	Attishane (Joynt) - - -				
Mullauns - - -	Attishane - - -				
Nure - - -	Ballaghnamuck - - -				
Rahans - - -	Ballingrogy - - -				
Raish - - -	Ballinlabaun - - -				
Rathnaconeen - - -	Ballycarroon - - -				
Slievenagark - - -	Behy - - -				
Tullyegan - - -	Cloonawillin - - -				
Tullysleva - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>BALLINA—continued.</i>			<i>BALLINA—continued.</i>		
Crossmolina - - -	Mayo - - -	{ Crossmolina, North.	Keenaghbeg - - -	Mayo - - -	Derry.
Enaghmore - - -			Knocknahorna - - -		
Fotish - - -			Lackalustraun - - -		
Garraun - - -			Laughil - - -		
Glebe - - -			Moneynierin - - -		
Gortnahurra, Lower			Mungaun - - -		
Gortnahurra, Upper			Owenboy - - -		
Gortskedia - - -			Sranacally - - -		
Knockbaun - - -			Tawnaghs - - -		
Lecarrow - - -			Ballynaboll - - -		
Tooreen - - -			Ballynacloy - - -		
Ballybrinoge - - -			Bunaneraghtish - - -		
Ballynalynagh - - -			Cloonapisha - - -		
Bengeery - - -			Cloonkee - - -		
Cabragh - - -			Fairfield, Lower - - -		
Caffoley - - -			Fairfield, Upper - - -		
Carrowcloghagh - - -	- ditto - - -	{ Crossmolina, South.	Fortland - - -	- ditto - - -	Fortland.
Castlehill - - -			Greenwood Park - - -		
Castlehill - - -			Knockaskeehaun - - -		
Cartongibbert - - -			Lauvlyer - - -		
Cloonkelly - - -			Rappa Castle - - -		
Errew - - -			Rathbal - - -		
Gortaneden - - -			Rathglass, West - - -		
Gortnalyer - - -			Rathglass - - -		
Gortnaraby - - -			Rathnamagh - - -		
Inishcoe - - -			Tooreenphillip - - -		
Kildaree - - -			Treangarrow - - -		
Kildavaroge - - -			Woodville - - -		
Killeen - - -			Bunnyconnellan, East - - -		
Kilmurymore - - -			Bunnyconnellan, West - - -		
Kilmurrybeg - - -			Carha - - -		
Knockalegan - - -	- ditto - - -	Deel.	Carrowleagh - - -	- ditto - - -	Kilgarvan.
Lecarrowcloghagh - - -			Carrownaglogh - - -		
Longford - - -			Carrownlabaun - - -		
Mullenmore, North - - -			Cloonta - - -		
Mullenmore, South - - -			Drumsheen - - -		
Prospect - - -			Rathreedaun - - -		
Rathmacostello - - -			Coolnabinnia - - -		
Richmond - - -			Derreen - - -		
Sranalaghta, South - - -			Derryhillagh - - -		
<i>Ten small Islands - - -</i>			Glenagort - - -		
Ballinloughan - - -			Knockaunbaun - - -		
Ballymoneen - - -			Letterbrick - - -		
Ballyscanlan - - -			Letterneevoge - - -		
Ballyvicmaha - - -			Srahyconigaun - - -		
Carrowkeel - - -			Tawnakeel - - -		
Carrowkilleen - - -	- ditto - - -	Derry.	Tristia - - -		
Cloonooragh - - -			Ballyhanruck - - -		
Coolturk - - -			Ballymacredmond - - -		
Creevy - - -			Brackwanshagh - - -		
Dervin - - -			Carrowgarve - - -		
Enaghbeg - - -			Carrowvaneen - - -		
Eskeragh - - -			Colladussaun - - -		
Freheen - - -			Coolcronaun - - -		
Killacorraun - - -			Corraveggaun, East - - -		
Kinard - - -			Corraveggaun, West - - -		
Knockbrack - - -			Curragh - - -		
Manteoge - - -			Derrymanning - - -		
Polladoohy - - -			Drumrevagh - - -		
Rathmore - - -			Gortnadrehy - - -		
Shanvolahan - - -	- ditto - - -	Derry.	Knockmore - - -		Mount Falcon.
Sranalaghta, North - - -			Lisduvoge - - -		
Tobermore - - -			Lissaniska, East - - -		
Carrowgarve, South - - -			Lissaniska, West - - -		
Cominch - - -			Rathbaun - - -		
Coreullin - - -			Rinagall - - -		
Derry, Lower - - -			Rinagry - - -		
Derry, Upper - - -			Rinakillen - - -		
Dooleegbeg - - -			Rinmore - - -		
Dooleegmore - - -			Shanclogh - - -		
Glasheets - - -			Tonybaun - - -		
			<i>One small Island - - -</i>		

UNION AND TOWNLANDS.	COUNT.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ALLIN—continued.</i>			<i>BALLINASLOE—continued.</i>		
Ballyroony - - -	Mayo - -	Rathoma.	Addergoole, North - -		
Ballymackeehola - -			Addergoole, South - -		
Balloghadalla - - -			Addergoole, West - -		
Boonalough - - -			Ahascragh, East - -		
Boonfadada - - -			Ahascragh, West - -		
Booleran - - -			Ballyeigher (Dowdall) -		
Boonmaan - - -			Ballyeigher (Mahon) -		
Boarragh - - -			Castlegar, East - -		
Knockaunderry - - -			Castlegar, West - -		
Boherabrack - - -			Cloonbanniv - - -		
Boheens - - -	- ditto - -	Sallymount.	Cool - - -	Galway - -	Ahascragh.
Rathoma - - -			Cornamucklagh - -		
			Curry - - -		
			Dalysgrove - - -		
			Eglis - - -		
			Ervallagh, Eigher - -		
			Ervallagh, Oughter -		
			Kilerin - - -		
			Killuppaun (Clonbrock) -		
			Killuppaun (Mahon) -		
	- ditto - -	Sraheen.	Knockaunroe - - -	- ditto - -	Aughrim.
			Lissyegan (Hodson) -		
			Lissyegan (Mahon) -		
			Mountain - - -		
			Sonnagh - - -		
			Srahloughra - - -		
			Tummerillaun - - -		
			Weston - - -		
	- ditto - -	Sraheen.	Ardros - - -	- ditto - -	Ballinasloe.
			Attidermot - - -		
			Caltragh - - -		
			Cappagh - - -		
			Carrowmore - - -		
			Cloonamerragaun - -		
			Coololla - - -		
			Cooltymurraghy - -		
			Foats, or Levallynearl -		
			Dundoogan - - -		
	Galway - -	{ Abbeygorma- can.	Garrymore - - -	- ditto - -	
			Garrynamishaun, or		
			Aughrim Plots - -		
			Gortnaglogh - - -		
			Highfield - - -		
			Highfield - - -		
			Kilcommadan - - -		
			Kilgerrill - - -		
			Killareeny - - -		
			Kilmalaw - - -		
			Kinnaveelish - - -		
			Lavagh - - -		
			Moat - - -		
			Northbrook - - -		
			Srah - - -		
<i>ALLINASLOE:</i>					
Abbeygormacan - - -			Back - - -		
Ballyvaheen - - -			Ballynamockagh - -		
Cappanaghtan - - -			Barnacragh - - -		
Castletown - - -			Brackernagh (Clancarty) -		
Coolagh - - -			Brackernagh (Persse) -		
Corballybeg - - -			Caher - - -		
Corballymore - - -			Cleaghmore - - -		
Cormick - - -			Curragh - - -		
Drumatober - - -			Deerpark - - -		
Drumeyre - - -			Derradda - - -		
Drumhogan - - -	Galway - -		Derrymullan - - -	- ditto - -	
Eskerboy - - -			Dunlo - - -		
Gortalough - - -			Eskerroe - - -		
Gortknappagh - - -			Garbally Demesne - -		
Gortmore - - -			Glennavaddoge - -		
Gortymadden - - -			Gorteen - - -		
Kilbeg - - -					
Kilnamullaun - - -					
Knockaun - - -					
Liscoyle - - -					
Lismacteige - - -					
Lurganbeg - - -					
Lurganmore - - -					
Lurganshanny - - -					
Mullaghbeg - - -					
Mullaghmore - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLINASLOE—continued.			BALLINASLOE—continued.		
Grange - - -	Galway - -	Ballinasloe.	Abbeyland, Great - -	Galway - -	Clonfert.
Kilcloony - - -			Abbeyland, Little - -		
Killeen - - -			Ballynakill - - -		
Knockglass - - -			Brackloon - - -		
Knocknagreana - -			Bushy Island - - -		
Knockroe - - -			Clonfert (Butson) - -		
Liscappul - - -			Clonfert Demesne - -		
Loughbown - - -			Clonfert Demesne, Bog -		
Mackney - - -			Clonfert, North (Seymour) - - -		
Moher - - -			Clonfert, South (Seymour) - - -		
Persse Park - - -			Cloonconra - - -		
Pollboy - - -			Cloonkea - - -		
Tobergrellan - - -			Cloonshease (Daly) - -		
Townparks - - -			Cloonshease (Persse) - -		
			Coolacurn, North - -		
America - - -	Roscommon - -	Ballydangan.	Coolacurn, South - -	Galway - -	Clonfert.
Ardnaglug - - -			Coorinch - - -		
Ballydangan - - -			Costello's Island - -		
Cappantogher - - -			Craghalan Big Island - -		
Cloonfad - - -			Craghalan Little Island -		
Cloonulty - - -			Dog Island - - -		
Cranberry Island - -			Glebe - - -		
Curraghagower - - -			Goatland - - -		
Dolanstown (Kilcashel)			Gortaloughane - - -		
Drumalaghagh - - -			Great Island - - -		
Faltia - - -			Killoran - - -		
Hillsend - - -			Lenamore - - -		
Liberty - - -			Lisbeg - - -		
Loughlackagh - - -			Lismore Demesne - - -		
Lowtown (Kilcashel) - -			Lispheasty - - -		
Newtown (Kilcashel) - -	Galway - -	Ballymacward.	Nunsacre - - -	ditto - -	Clontuskert.
Oldtown (Kilcashel) - -			Rooaun - - -		
Rooty - - -			Srabaun - - -		
Toberiheen - - -			One small Island - - -		
Tonvey - - -					
Tully - - -			Abbeypark - - -		
			Ardrannybeg - - -		
Alloonbaun - - -			Ardrannymore - - -		
Alloon, Lower - - -			Atticoffey, East - - -		
Alloon, Upper - - -			Atticoffey, West - - -		
Ballymacward - - -			Ballagh, East - - -		
Ballyvoneen - - -			Ballagh, West - - -		
Carrownakelly - - -			Ballynew - - -		
Carrownea - - -			Ballyterrim - - -		
Carrownea, Lower - - -			Barn Park - - -		
Carrownea, Upper - - -			Bog Park - - -		
Cave - - -			Carrowkeel - - -		
Cloongawna - - -	Roscommon - -	Carrowreagh.	Carrowmore, East - - -		
Corskeagh (Trench) - - -			Carrowmore, West - - -		
Garrymore - - -			Cappagh - - -		
Hampstead - - -			Chapel Park - - -		
Kinreask - - -			Corrabaun - - -		
Mountventure - - -			Crossconnell Beg - - -		
Whitepark - - -			Crossconnell More - - -		
			Drum - - -		
Camlagh - - -			Eskerkeel - - -		
Carrownure - - -			Garryduff - - -		
Carrowreagh - - -			Garrylawrence - - -		
Clonkeen - - -			Glenaun - - -		
Cloonaddron - - -			Gorteenaveela - - -		
Cloonbigny - - -			Gorteencahill - - -		
Clooncoran - - -			Gortnamona - - -		
Coalfree - - -			Kill - - -		
Cregganycarna - - -			Lakefield - - -		
Dundonnell - - -			Loughaunbrean - - -		
Glenmore - - -			Loughturk, East - - -		
Gortanabla - - -			Loughturk, West - - -		
Killeglan - - -			Newtownkelly - - -		
Knock - - -			Sheepwalk - - -		
Togher - - -			Stream - - -		
			Taylorstown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LLINASLOE—continued.</i>			<i>BALLINASLOE—continued.</i>		
Cappaleitrim - - -	Roscommon	Cloonburren.	Abbeyfield - - -	Galway	Kilconnell.
Cloonburren - - -			Attiregan - - -		
Clooneish - - -			Ballinderry - - -		
Cloonshask - - -			Ballintober - - -		
Cornaveagh - - -			Ballyglass - - -		
Creggan - - -			Ballynabanaba - - -		
Devenish Island - - -			Barnavihall - - -		
Lamb Island - - -			Callow - - -		
Long Island - - -			Corraneena - - -		
Raghrabeg - - -			Carrowmanagh - - -		
Four small Islands - - -			Carrowreagh - - -		
			Cartrondoogan - - -		
			Crummagh - - -		
			Ellagh - - -		
Ardcarn - - -	- ditto -	Creagh.	Glebe - - -		
Ashford - - -			Gortadeegan - - -		
Atticorra - - -			Gortyroan, East - - -		
Attirory - - -			Gortyroan, West - - -		
Bellagill - - -			Hillswood - - -		
Ballygortagh - - -			Lecarrowmactully - - -		
Ballyhugh - - -			Liscune, Lower - - -		
Beaghbeg - - -			Liscune, Upper - - -		
Beagh (Brabazon) - - -			Lisdonnellroe - - -		
Beagh (Naghten) - - -			Lissard - - -		
Beagh (Trench) - - -			Loughaclerybeg - - -		
Clarary - - -			Loughaunbrean - - -		
Cleaghbeg - - -			Monambraher - - -		
Cleaghgarve - - -			Trust - - -		
Clooneen - - -	- ditto -	Cullagh.	Ballinlough - - -	- ditto -	Killaan.
Creagh - - -			Ballintober - - -		
Cuilleen - - -			Ballybaun - - -		
Culliagharny - - -			Beefield - - -		
Glentaun - - -			Carrowholla - - -		
Kilgarve - - -			Carrowmore - - -		
Laughil - - -			Castlebin, East - - -		
Newtown - - -			Castlebin, North - - -		
Parkmore - - -			Castlebin, South - - -		
Portnick - - -			Cloonacalleen - - -		
Rathpeak - - -			Cloonacalleen - - -		
Rooaun - - -			Cloonahinch - - -		
Rooaun Bog and Meadow			Cloonatloukaun - - -		
Sralea - - -			Clooncallis - - -		
Suckfield - - -	- ditto -	Cullagh.	Clooncallis - - -		
Tonalig - - -			Cloonymorris - - -		
Tonlemone - - -			Cloverpark - - -		
Townparks - - -			Coppanagh - - -		
Tulrush - - -			Gortfadda - - -		
Cloonaghbrack - - -			Gortlemon - - -		
Coolderry - - -			Gortmore - - -		
Coolderry - - -			Greenhills - - -		
Correen - - -			Killaan - - -		
Correenbeg - - -			Knockbrack - - -		
Culliaghbeg - - -			Knockmore - - -		
Culliaghmore - - -			Lisnamoltaun - - -		
Gortnasharvoige - - -			Loughaunnavaag - - -		
Kilbegly - - -			Moneyveen - - -		
Attibrassil - - -	Galway	Kellysgrove.	Moyarwood - - -	- ditto -	Killallaghtan.
Glenloughaun - - -			Radullaun - - -		
Gortmore - - -			Tooreen - - -		
Gortnahorna (Clancarty)			Tullawicky - - -		
Gortnahorna (Clanri-			Woodlawn - - -		
carde) - - -					
Graigaeawoneen - - -			Ashbrook - - -		
Kellysgrove - - -			Ballinphuill - - -		
Kilnahown - - -			Ballintober, East - - -		
Lisheennavannoge (Blake)			Ballymabilla - - -		
Lisheennavannoge (Clan-			Ballynaclogh - - -		
carty) - - -			Cappataggle - - -		
Liskelly - - -			Cappaveha - - -		
Mackney (Clancarty) - - -			Cartronsheela - - -		
Mackney (Kelly) - - -			Doonaree - - -		
Shanvoley - - -			Eastwell - - -		
Templepark - - -			Fahy - - -		
Tristaun - - -					
Urraghry - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>BALLINASLOE—continued.</i>			<i>BALLINASLOE—continued.</i>		
Gortnahimrissan - - -	Galway - - -	Killallaghtan.	Ballooly (M'Dermott) - - -	Galway - - -	Kiltormer.
Gortnahoon - - -			Ballydonagh - - -		
Hazelfort - - -			Ballyturick - - -		
Killaghbeg - - -			Cloonineen - - -		
Killaghmore - - -			Cloonlahan (Eyre) - - -		
Knocknagappagh - - -			Cloonlahan (Geoghegan) - - -		
Mountain - - -			Coolagarraun - - -		
Newcastle - - -			Cooleeny, East - - -		
Newcastle - - -			Cooleeny, West - - -		
Rayhill - - -			Coxtown - - -		
Slihaunbeg - - -	- ditto - - -	Killoran.	Derreen - - -	- ditto - - -	Kylmore.
Slihaunmore - - -			Derreenboy - - -		
Toormore - - -			Feagh - - -		
Turksland - - -			Gortavoher - - -		
Woodberry - - -			Gortnaraheen - - -		
Ballinruaun - - -			Kill - - -		
Ballydonnellan, East - - -			Kiltormer, East - - -		
Ballydonnellan, West - - -			Kiltormer, West - - -		
Brackloon - - -			Lisheenaguile - - -		
Carrowreagh - - -			Moaty - - -		
Chelsea - - -	- ditto - - -	Killure.	Newtowneyre - - -	- ditto - - -	Laurencetown.
Corbally (Hogan) - - -			Skecoor - - -		
Culnagore - - -			Walshtown - - -		
Englishtown - - -			Annaghcorrib - - -		
Gorteenawillin - - -			Ballyboose - - -		
Killoran - - -			Blacksticks - - -		
Lackagh - - -			Caltragh - - -		
Lissacullaun - - -			Coolcarta, East - - -		
Lissacullaun - - -			Coolcarta, West - - -		
Pollatlugga - - -			Fynagh - - -		
Poppyhill - - -	- ditto - - -	Kilmacshane.	Garryduff - - -	- ditto - - -	Lismanny.
Poppyhill - - -			Killeevny - - -		
Rooaun - - -			Kylmore - - -		
Shanballycolman - - -			Lisgar - - -		
Springfield - - -			Moneenaheeltia - - -		
Tooree - - -			Muing - - -		
Annaghbeg - - -			Annaghcalow - - -		
Ballyglass - - -			Ballymore, Lower - - -		
Ballyglass (Mahon) - - -			Ballymore, Upper - - -		
Caltroghelea - - -			Belview, or Lissareaghaun - - -		
Cloonigny - - -	- ditto - - -	Kiltormer.	Cloonykeevan - - -	Roscommon - - -	Moore.
Creggaun - - -			Craughwell - - -		
Fairfield - - -			Dooros - - -		
Gortbrackmoor - - -			Garrison - - -		
Killurebeg - - -			Gortnalug - - -		
Killure Castle - - -			Graveshill - - -		
Killuremore - - -			Laurencetown - - -		
Lenafin - - -			Lissapharson - - -		
Lowville - - -			Moaty - - -		
Shanboley - - -			Oghilbeg - - -		
Cankilly - - -	- ditto - - -	Kiltormer.	Oghilmore - - -		
Carta - - -			Rooghan - - -		
Esker - - -			Skenageehy - - -		
Esker Island - - -			Sycamore Hill - - -		
Inchinaskeagh - - -			Ballymanagh - - -		
Inishee - - -			Barnaboy - - -		
Killaltranagh - - -			Cloonascragh - - -		
Killeragh - - -			Coolbeg - - -		
Kilmacshane (Macklin) - - -			Crownsnest - - -		
Kilmacshane (Turbett) - - -			Gannaveen - - -		
Kilnaborris - - -	- ditto - - -	Kiltormer.	Lismanny - - -		
Lehinch Island - - -			Somerset - - -		
Reask - - -			Tirrooaun - - -		
Sixteen small Islands - - -			Camcloon - - -		
Addergoole - - -			Cappayuse - - -		
Ardberreen - - -			Cloonbeggaun - - -		
Attikee - - -			Clooniff - - -		
Ballooly - - -			Coolumber - - -		
Ballooly (Eyre) - - -			Derrineel - - -		
Ballooly (Kelly) - - -			Derrylahan - - -		
			Moore, North - - -		
			Moore, South - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ALLINASLOE—continued.			BALLINROBE—continued.		
Ballybrian - - -	Galway - -	Oatfield.	Knocknagulshy - -	Mayo - -	Ballinrobe.
Ballyeighter - - -			Knocknakillew - -		
Ballyhoolahan - - -			Knockroe - - -		
Ballyluoge - - -			Liskilleen - - -		
Ballynahown - - -			Lissaniskey - - -		
Ballynamuddagh - - -			Rahard - - -		
Cartron - - -			Rathcarreen - - -		
Cloghagalla, Eighter - - -			Rathkelly - - -		
Cloghagalla, Oughter - - -			Rathredmond - - -		
Cloonkeen, East - - -			Rocksborough, North - - -		
Cloonkeen, West - - -			Rocksborough, South - - -		
Coolymurraghy - - -			Shangorman, or Inishangan - - -		
Doocreggaun - - -			Springvale - - -		
Hardwood - - -			<i>Eighteen small Islands</i> - - -		
Killallaghtan - - -			Bohaun, North - - -	- ditto - -	Ballyovey.
Lissavahaun - - -			Bohaun, South - - -		
Lissawullaun - - -			Croaghincarra - - -		
Lowpark - - -			Croaghincarrabeg - - -		
Lurgan, Great - - -			Derrassa - - -		
Lurgan, Little - - -			Derrassa Commons - - -		
Oatfield - - -			Gortbunacullin - - -		
Park - - -			Shangort - - -		
Tooreenard - - -			Shanvallyard - - -		
			Tawnagh - - -		
ALLINROBE:					
Barnahowna - - -	- ditto - -	Ballinchalla.	Ballycally - - -	- ditto - -	Burrisearra.
Churchfield, Lower - - -			Ballyglass - - -		
Churchfield, Upper - - -			Ballynaglea - - -		
Dirkbeg - - -			Burrisearra - - -		
Garranagerra - - -			Carrowbrack - - -		
Gortmore - - -			Carrowlisdoonaun - - -		
Greenaun - - -			Carrownacon - - -		
Killateeaun - - -			Carrownagreggaun - - -		
Lettereenen - - -			Carrownahaltore - - -		
Tonnaglanna - - -			Castlecarra - - -		
Trean - - -			Cloneencarra - - -	- ditto - -	Burrisearra.
	Mayo - -	Ballinrobe.	Clooneenkillen - - -		
Annagh - - -			Cloonnagoppoge - - -		
Ballinaya - - -			Deerpark - - -		
Ballinrobe Demesne - - -			Deerpark - - -		
Caher - - -			Drumnashinnagh - - -		
Cahereroobeen - - -			Drumrud - - -		
Cahernabuddogy - - -			Gallgort - - -		
Carn - - -			Kilskeagh - - -		
Carrowmore - - -			Knockacurreen - - -		
Carrownalecka - - -			Lawareen - - -		
Cartron - - -			Muckloon, or Moorehall - - -	- ditto - -	Cappaghduff.
Cavanquarter - - -			Raheenduff - - -		
Clooncorraun - - -			Rinanell - - -		
Cloonee - - -			Rooghaun - - -		
Cloonenagh - - -			Stonepark - - -		
Cloongowla - - -			Stuckeen - - -		
Cloonkerry - - -			Summerhill, North - - -		
Cloonliffen - - -			Towerhill Demesne - - -		
Cornaroya - - -			Whitepark - - -		
Creagh Demesne - - -			<i>Twelve small Islands</i> - - -		
Curraboy (Kilmaine) - - -			Ballybanaun Mountain - - -	- ditto - -	Cappaghduff.
Curraboy (Knox) - - -			Carheen - - -		
Curramore - - -			Cappaghduff, East - - -		
Cuslough Demesne - - -			Cappaghduff, West - - -		
Devinish Island - - -			Derryveeney - - -		
Friarsquarter, East - - -			Drumcoggy Mountain - - -		
Friarsquarter, West - - -			Glenmask - - -		
Gorteenlynagh - - -			Glennaglashleeney - - -		
Inishdurra - - -			Gorteenmore - - -		
Inishrobe - - -			Gortfree - - -		
Kilkeeran - - -			Illandarvaur Island - - -		
Killoshebeen - - -			Toormakeady, East - - -		
Knockadoon - - -			Toormakeady Mountain - - -		
Knockanotish - - -			Toormakeady, West - - -		
Knockfereen - - -			Treanlaur - - -		
Knockglass - - -					
Knocklahard - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>BALLINROBE—continued.</i>			<i>BALLINROBE—continued.</i>		
Aghalahard - - -	Mayo	Cong.	Kill - - -	Mayo	Dalgan.
Ballykine, Upper - -			Lisheenielagaun - -		
Caherduff - - -			Milford Demesne - -		
Cong, North - - -			Moorgagagh - - -		
Cong, South - - -			Ramolín - - -		
Coosluhoga - - -			Rathgranagher (Miller) -		
Creevagh, North - -			Shrule - - -		
Creevagh, Middle - -			Tawnagh, East - - -		
Creevagh, South - -			Tobernadarry - - -		
Cregaree - - -					
Cross, East - - -			Ballinteeau - - -	- ditto -	Hollymount
Cross, West - - -			Ballynakillen - - -		
Dringeen, Eighter - -			Bawn - - -		
Dringeen, Middle - -			Bloomfield - - -		
Dringeen, Oughter - -			Caheredmond - - -		
Drumelly - - -			Cappacurry - - -		
Drumsheel, Lower - -			Cavan - - -		
Drumsheel, Upper - -			Cloonark - - -		
Garracloon - - -			Clooncormick - - -		
Glebe - - -			Cloonerneen - - -		
Gortaroe - - -			Cloonnagashel - - -		
Gorteenroe - - -			Coolaghbaun - - -		
Kildunbeg - - -			Creggduff - - -		
Kildunmore - - -			Cuillaun - - -		
Kiltogorran - - -			Curraboy - - -		
Knockalassa - - -			Gortnashammer - - -		
Knockbeg - - -			Hollymount Demesne - -		
Knock, North - - -			Kilrush - - -		
Lackafinna - - -			Knocknacraogha - - -		
Lisloughera - - -			Knocknadrimna - - -		
Nymphsfield - - -			Lehinch Demesne - - -		
Strand Hill - - -			Levally - - -		
Tonaleeaun - - -			Rahard - - -		
<i>Seventeen small Islands</i> -			Rahard - - -		
			Rathnaguppaun - - -		
Caher - - -	- ditto -	Coonard.	Robeen - - -		
Corracrow - - -			Robeenard - - -		
Carrowkeel, North - -			Saleen - - -		
Clareen - - -			Skeheen and Liseveleen -		
Clogher - - -					
Clooneen - - -			Ardmorán - - -	- ditto -	Houndswood.
Derrymore - - -			Ballanabriscaun - - -		
Garreens - - -			Ballybackagh - - -		
Knockalegan - - -			Ballymacgibbon, North -		
Lissatava - - -			Ballymacgibbon, South -		
Pollaweela - - -			Carheens - - -		
Pollraddy - - -			Castletown - - -		
Purrauns - - -			Coolavally - - -		
			Cordroon - - -		
Ardvarney - - -			Corgarve - - -		
Ballycusheen - - -			Cornacarton - - -		
Ballyhenry, or Carraun -			Cregnanagh - - -		
Ballynulty - - -			Curraghbaun - - -		
Brackloon - - -			Derry - - -		
Brackloon - - -			Dowagh, East - - -		
Brown's Island - - -			Dowagh, West - - -		
Bullaun - - -			Funshinagh - - -		
Cahermaculick - - -			Gortacur, South - - -		
Caherrevagh and Cloon-			Gortjordan - - -		
nameeltoge - - -			Houndswood, North - -		
Carrowmore - - -	- ditto -	Dalgan.	Houndswood, Middle - -		
Carrowmore - - -			Houndswood, South - -		
Carrownturly - - -			Illanmore - - -		
Cartron (French) - - -			Kilkeeran - - -		
Cartron (Kirwan) - - -			Kilmacduagh - - -		
Cloongownagh - - -			Knocknageeha - - -		
Cregnanagh - - -			Knocknapisha - - -		
Dalgan Demesne - - -			Knockroe - - -		
Garraun - - -			Knock, South - - -		
Gorteens - - -			Pollnabunny - - -		
Gortnaskohoge - - -			<i>Forty-two small Islands</i> -		
Hundredacres - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>BALLINROBE—continued.</i>			<i>BALLINROBE—continued.</i>		
Annies - - - -	Mayo - -	Newbrook.	Curry (Macmanus) - -	Mayo - -	Roslee.
Ardnacally - - -			Drishaghau - - -		
Ballygarries - - -			Freebeen - - -		
Ballywalter - - -			Graddoge - - -		
Balananoob - - -			Kilgreana - - -		
Brownstown or Donna- geaga - - - -			Knockadorraghy - -		
Carrowkilleen - - -			Knockatotaun - - -		
Carrowslattery - - -			Lehanagh - - -		
Cashel - - - -			Mountpleasant - - -		
Cloondaver - - -			Parks - - - -		
Clooncan - - - -			Rathnacreeva - - -		
Coolylaughuan - - -			Slishmeen - - -		
Cornalassan - - -			Weatherfort - - -		
Cornanagh - - -			Ballisnahyny - - -	- ditto - -	Shrute.
Cornfield - - - -			Ballisnahyny - - -		
Creggarve - - - -			Ballycurrin Demesne - -		
Curry (Kirwan) - - -			Ballynalty - - -		
Curry (Macmanus) - - -			Brodullagh, North - -		
Kiltaugharaun - - -			Brodullagh, South - -		
Kiltrone - - - -			Bunnafolistran - - -		
Kilvindoney - - -			Cahernabrock - - -		
Knockalinsky - - -			Carrowoughteragh - -		
Knocknadriana - - -			Cloghmoyne - - -		
Lissaniska - - - -			Cloonbanaun - - -		
Lynch's Acres - - -			Commons - - - -		
Raheenabbeyland - - -			Cullagh - - - -		
Summerhill, South - - -			Glasvally - - - -		
Togher - - - -			Gortatober - - -		
Tonacartron - - -			Gortbrack - - - -		
<i>Eleven small Islands</i> - -			Kinlough - - - -		
Cummer - - - -	Galway - -	Owenbrin.	Moccorha - - - -		
Cappanacrehah - - -			Mocollagan - - -		
Derry - - - -			Mounthenry - - -		
Derrypark - - - -			Moyne - - - -		
Dooletter - - - -			Red Island - - - -		
Finny - - - -			Rocaunlaghta - - -		
Glenbeg, East - - -			Toorard - - - -		
Glenbeg, West - - -			<i>Twelve small Islands</i> - -		
Kilbride - - - -					
Kilmore - - - -					
Mountrasna - - -					
Shanvalleycahill - - -					
<i>Eight small Islands</i> - -					
Aghinish - - - -	Mayo - -	Portroyal.	BALLYCASTLE:	All the Town- lands in this Union are in the County of Antrim.	
Ballygarry - - - -			Aghrunniaght - - -		
Ballynanerroombeg - - -			Alerossagh - - -		
Ballynanerroommore - - -			Balleny - - - -		
Ballynaslee - - - -			Ballykenver - - -		
Carrowaneeragh - - -			Breen - - - -		
Carrowmoney - - -			Bunshanacloney - - -		
Cloonee - - - -			Carrowlaverty - - -		
Cloonlagheen - - -			Cleggan - - - -		
Derradha - - - -			Cromaghs - - - -		
Derren - - - -			Doonans - - - -		
Derrymore - - - -			Essan - - - -		
Gallagh - - - -			Glebe - - - -		
Kilkeeran - - - -			Gortmillish - - -		
Kilfaul - - - -			Kileroagh - - - -		Armoy.
Knockkalanore - - -			Knockans - - - -		
Knocknagool - - -			Mill Five Acres - - -		
Furnace - - - -			Monanclogh - - -		
Newtown - - - -			Mullaghduff, Big - - -		
Portroyal - - - -			Mullaghduff, Little - -		
Srah - - - -			Park - - - -		
Tooreen - - - -			Stroan - - - -		
<i>Thirty two small Islands</i> - -			Tullaghmore - - -		
			Tureagh - - - -		
			Turnaroberts - - -		
Ballynamuddagh - - -	- ditto - -	Roslee.	Ballintoy - - - -		Ballintoy.
Burren - - - -			Ballintoy Demesne - - -		
Carrowhall - - - -			Broughgammon - - -		
Carrowreaghmony - - -			Clegnagh - - - -		
			Clogheorr - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LYCASTLE—continued.	All the Town- lands in this Union are in the County of Antrim.		BALLYCASTLE—continued.	All the Town- lands in this Union are in the County of Antrim.	
raigancee - - -	- - - -	Ballintoy.	Layd - - - -	- - - -	Cushendall.
lenstaghey - - -			Legg - - - -		
ilmahamogue - - -			Lubitavish - - -		
hocknagarvan - - -			Maghereeroy - - -		
hocksoghey - - -			Moneyvart - - -		
agavara - - - -			Mullarts - - - -		
mnaghbeg - - - -			Rananagh - - - -		
mnaghmore - - - -			Sleans - - - -		
agheraboy - - - -			Straid - - - -		
agheracashel - - -			Tavnaghan - - - -		
aghermahar - - - -	- - - -	Ballycastle.	Tavnaghdrissagh - - -	- - - -	Cushleake.
White Park - - - -			Tavnaghoney - - - -		
roombeg - - - -			Tavnaghown - - - -		
lare - - - -			Tirkilly - - - -		
rumavoley - - - -			Tromra - - - -		
rumawillin - - - -					
lebe - - - -			Altagore - - - -		
ortamaddy or White Hall			Aughnaholle - - - -		
ilereg - - - -			Aughnasillagh - - - -		
ullarts - - - -			Ballindam - - - -		
ownparks - - - -	- - - -	Croagh.	Ballinloughan - - - -	- - - -	Drumtullagh.
raboy - - - -			Ballycleagh - - - -		
allinlea, Lower - - -			Ballyteerim - - - -		
allinlea, Upper - - -			Barmeen - - - -		
allynastraigh - - - -			Castlepark - - - -		
raigalappan - - - -			Coolranny - - - -		
roaghbeg - - - -			Corrymellagh - - - -		
roaghmore - - - -			Curragh - - - -		
Drumnagee - - - -			Cushendun - - - -		
Drumnageessan - - -			Cushleake Mountain,		
Island Macallan - - -	- - - -	Cushendall.	Middle - - - -	- - - -	Dunseverick.
isbellanagroaghbeg - -			Cushleake Mountain,		
isbellanagroaghmore -			North - - - -		
rolusk - - - -			Cushleake Mountain,		
emplastragh - - - -			South - - - -		
oberkeagh - - - -			Farranmacallan - - - -		
Ballyoglagh - - - -			Knockmacolusky - - -		
Craignamaddy - - - -			Ligadaughtan - - - -		
			Loughan - - - -		
			Torcorr - - - -		
Aghagheigh - - - -	- - - -	Cushendall.	Tornamoney - - - -	- - - -	Dunseverick.
Agolagh - - - -			Whitehouse - - - -		
Ballyagan - - - -					
Ballybrack - - - -			Carnkirn - - - -		
Ballywooly - - - -			Carrowcloghan - - - -		
Carnasheeran - - - -			Carrowreagh - - - -		
Cloghglass - - - -			Clegnagh - - - -		
Cloghs - - - -			Drumnaheigh - - - -		
Cloghy, East - - - -			Drumroan - - - -		
Cloney - - - -			Iderown - - - -		
Coshkib - - - -	- - - -	Cushendall.	Islandboy - - - -	- - - -	Dunseverick.
Cushendall - - - -			Kilmoyle - - - -		
Dromore - - - -			Lismorrity - - - -		
Drumcudree - - - -			Lisnagat - - - -		
Drumnacur - - - -			Manister - - - -		
Drumnasmear - - - -			Mazes - - - -		
Eshery - - - -			Moss-side - - - -		
Fallinerlea - - - -			Moycraig (Hamilton) - -		
Falmacrilly - - - -			Moycraig, Lower - - -		
Falnaglass - - - -			Moycraig (Macallister) -		
Faughil - - - -	- - - -	Cushendall.	Moycraig, Upper - - -	- - - -	Dunseverick.
Glebe - - - -			Carnlelis - - - -		
Glennan - - - -			Carroweroey - - - -		
Glenville or Seamore -			Curramoney - - - -		
Gortaghragan - - - -					
Gruig - - - -			Artimacormick - - - -		
Knockacully - - - -			Craig - - - -		
Knocknacarry - - - -			Currysheskin - - - -		
Lagflugh - - - -			Aird - - - -		
Laney - - - -			Ballyallaght - - - -		
			Ballymoy - - - -		
			Carncolp - - - -		
			Carnkirk - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYCASTLE— <i>continued.</i>	All the Town- lands in this Union are in the County of Antrim.	Dunseverick.	BALLYCASTLE— <i>continued.</i>	All the Town- lands in this Union are in the County of Antrim.	
Carnside - - -			Ballydurnian - - -		
Carrowreagh - - -			Ballylig - - -		
Carrowreagh Mountain - - -			Broommore - - -		
Castlenagree - - -			Cape Castle - - -		
Feigh, <i>alias</i> Dunseverick - - -			Carnduff - - -		
Feigh Mountain - - -			Carnealty - - -		
Lisnagunogue, Lower - - -			Carnmoon - - -		
Lisnagunogue, Upper - - -			Carnsmpson - - -		
Lisserluss - - -			Cloghanmurry - - -		
Tonduff - - -			Coolkenney - - -		
Tonduff Mountain - - -			Cregganboy - - -		
	Drummans - - -	Ramoan.			
	Gortconny - - -				
Ardicoan - - -	Magheramore - - -				
Ballure - - -	Moyarget, Lower - - -				
Clady - - -	Moyarget, Upper - - -				
Grange of Inispollan Moun- tain - - -	Novally - - -				
Inispollan - - -	Toberbilly - - -				
Beaghs - - -	Turraloskin - - -				
Brockaghs - - -	Coolmaghra - - -				
Clyttaghan - - -					
Carnamaddy - - -	Ballycarry - - -		Rathlin.		
Dira, or Upper Broghin- drummin - - -	Ballyconagan - - -				
Drumfresky - - -	Ballygill, Middle - - -				
Irragh - - -	Ballygill, North - - -				
Kinune - - -	Ballygill, South - - -				
Knocknacrow - - -	Ballynagard - - -				
Tavnaghranny, or Lower Broghindrummin - - -	Ballynoe - - -				
Callisnagh - - -	Carravinally - - -				
Cashlan - - -	Carravindoon - - -				
Clegnagh - - -	Church Quarter - - -				
Cloghy, West - - -	Cleggan - - -				
Dunouragan - - -	Craigmacagan - - -				
Ount, or Eagle Hill - - -	Demesne - - -	Red Bay.			
Savagh - - -	Glebe - - -				
Shaninish - - -	Kebble - - -				
Timpan - - -	Kilpatrick - - -				
Unshanagh - - -	Kinkeel - - -				
	Kinramer, North - - -				
	Kinramer, South - - -				
	Knockans - - -				
	Mullindress - - -				
	Roonivoolin - - -				
Ballynagard - - -	Altmore, Lower - - -				
Ballypatrick - - -	Altmore, Upper - - -				
Ballyvennaght - - -	Ballyfad - - -				
Coolnagoppoge - - -	Ballymacdoe - - -				
Drumnakeel - - -	Ballynahaville - - -				
East Toor - - -	Ballynalougher - - -				
Glenmakeeran - - -	Baraghilly - - -				
West Torr - - -	Barard - - -				
	Bellisk, or Waterford - - -				
Aghaleck - - -	Carnahagh - - -				
Ardagh - - -	Carnanee - - -				
Ballyveely - - -	Corlane - - -				
Clare Mountain - - -	Culbidag - - -				
Corvally - - -	Doory - - -				
Doonfin - - -	Ellanabough - - -				
Drumeeny - - -	Foriff - - -				
Kilrobert - - -	Glasmullen - - -				
Tavnaghboy - - -	Gortaclee - - -				
Ardaghmore or Glentop - - -	Gortateean - - -				
Ballyberidagh, North - - -	Gortlane - - -				
Ballyberidagh, South - - -	Gortnagross, Lower, or Murroo - - -				
Broughmore - - -	Issbawn, or Upper Gort- nagross - - -				
Coolaveely - - -	Killoughag - - -				
Craigban - - -	Kilmore - - -				
Drumacullin - - -	Kilnadore - - -				
Duncarbit - - -	Knockans, North - - -				
Eglis - - -					
Farranmacarter - - -					
Greenan - - -					
Tenaghs - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LYCASTLE—continued.	All the Town- lands in this Union are in the County of Antrim.	Red Bay.	BALLYMAHON—continued.	Longford	Ballymahon.
Knockans, South - - -			Daroge - - - -		
Knockeny - - - -			Drinan - - - -		
Middle Gortnagross - - -			Garrynagh - - - -		
Middle Park - - - -			Glebe - - - -		
Mount Edwards - - - -			Knappoge - - - -		
Mullinaskeagh - - - -			Laragh - - - -		
Parkmore or Aganlane - - -			Lislom - - - -		
Red Bay - - - -			Lissanisky - - - -		
Retreat or Cloghglass - - -			Moneyfad - - - -		
Savnagharry - - - -			Moygh - - - -		
Soberwine - - - -			Mullawornia - - - -		
Tully - - - -	Rathmore - - - -				
Cravally - - - -			Shrule - - - -		
Ballynaglogh - - - -			Tipper - - - -		
Ballyreagh, Lower - - -			Tirlickeen - - - -		
Ballyreagh, Upper - - -			Toome - - - -		
Ballyvoy - - - -			Ballina - - - -		
Barnish - - - -			Caltraghbeg - - - -		
Bighouse - - - -			Caltraghmore - - - -		
Bonamargy - - - -			Corlea - - - -		
Brackney - - - -			Cormaglavy - - - -		
Broughanlea - - - -			Cornaguillagh - - - -		
Barey Mill - - - -			Derraghanbeg - - - -		
Churchfield - - - -			Derraghanmore - - - -		
Craigfad - - - -			Derrindiff - - - -		
Cross - - - -			Derryglash - - - -		
Drumadoon - - - -			Derryglogher - - - -	ditto - - -	Cashel, East.
Drumahamman - - - -			Derrygowna - - - -		
Drumahitt - - - -			Derrynaskea - - - -		
Drumaridly - - - -			Derryoghil - - - -		
Drumaroan - - - -			Forthill - - - -		
Dunmakelter - - - -			Lightfield - - - -		
Goodland - - - -			Newpark - - - -		
Knockbrack - - - -			Newtown Flanigan - - - -		
Losset - - - -			Streamstown - - - -		
Magherindonnell - - - -					
Fervillin - - - -			Aghakeel - - - -		
Forglass - - - -			Aghavadden - - - -		
Fornabodagh - - - -			Aghnacross - - - -		
Fornaroan - - - -			Ballagh - - - -		
Twenty Acres - - - -			Ballynahinch - - - -		
			Ballyrevagh - - - -		
BALLYMAHON:			Carrikmoran - - - -		
Abbeyshrule - - - -			Carrowdunican - - - -		
Agharra - - - -			Carrowbeg - - - -		
Ardanragh - - - -			Carrowmore - - - -		
Castlewilder - - - -			Carrowrory - - - -		
Cloonbrin - - - -			Cartoon - - - -		
Corrycorka - - - -			Cashel - - - -		
Drumanure - - - -			Clawinch - - - -		
Killeenboy - - - -			Cleraun - - - -		
Legan - - - -			Cloonmee - - - -		
Lissawarriff - - - -			Claras - - - -		
Ratharney - - - -			Collum - - - -		
Rathisallagh - - - -			Commons - - - -	ditto - - -	Cashel, West.
Tully - - - -			Cornadowagh - - - -		
Vicarstown - - - -			Corrool (Brennon) - - - -		
			Corrool (Fox) - - - -		
Agharanagh - - - -			Corrool (Kenny) - - - -		
Ballybranigan - - - -			Cross - - - -		
Ballymahon - - - -			Cullentragh - - - -		
Ballymulvey - - - -			Cullentragh - - - -		
Barry - - - -			Culnagore - - - -		
Cartronboy - - - -			Derrydarragh - - - -		
Castlecure - - - -			Drumnee - - - -		
Cloonard - - - -			Elfeet (Adamsón) - - - -		
Cloonkeen - - - -			Elfeet (Burke) - - - -		
Cornacarta - - - -			Fortwilliam - - - -		
Creevaghbeg - - - -			Glebe - - - -		
Creevaghmore - - - -			Greenhall, Lower - - - -		
Creevaghmore - - - -			Greenhall, Upper - - - -		
			Horse Island - - - -		
			Inchcleraun - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BALLYMAHON— <i>continued.</i>			BALLYMAHON— <i>continued.</i>		
King's Island - - -	Longford	Cashel, West.	Glebe - - -	Longford	Foxhall.
Leab - - -			Kilglass and Cloonagh - -		
Lismagawley - - -			Killeen - - -		
Lismagawley Bog - - -			Kinard - - -		
Lismagawley Meadow - -			Lurgan - - -		
Long Island - - -			Newport - - -		
Loughfarm - - -			Newtown - - -		
Muckinish - - -			Rockpeyton - - -		
Nut Island - - -			Sleehaun - - -		
Pollagh - - -			Sleehaun (Sankey) - - -		
Portanure - - -			Smithfield - - -		
Portanure Bog - - -			Treel - - -		
Priest's Island - - -			Abbeyderg - - -	ditto	Kilcommock
Red Island - - -			Aghnacranagh - - -		
Saint's Island - - -			Aghnashingan - - -		
Sand Island - - -			Ards - - -		
Tipper - - -			Ballyknock - - -		
<i>Forty-nine small Islands</i>			Barry - - -		
Aghanvally - - -			Cartronawar - - -		
Carrigeen - - -			Cartronbrack - - -		
Cartronfin - - -			Cartrons - - -		
Castlerea Mountain - -			Clogh - - -		
Cloghan - - -			Cloonbreany - - -		
Cloonfide - - -			Coolnahinch - - -		
Cloonkeen - - -			Cornahoo - - -		
Cloonscott - - -			Corryena - - -		
Corrabaun - - -			Craagh - - -		
Corrabola - - -			Curry - - -		
Curraghmore - - -			Derryart - - -		
Currycreaghan - - -			Glenmore - - -		
Doory - - -	ditto	Doory.	Island - - -		
Farranakill - - -			Keenagh - - -		
Finns - - -			Kilcommock Glebe - - -		
Keeloge - - -			Kilmakinlan - - -		
Killeendowd - - -			Knockavegan - - -		
Lislea - - -			Laghlooney - - -		
Lissakit - - -			Lisglassock - - -		
Listobit - - -			Lismaemurrogh - - -		
Loughan - - -			Laughil - - -		
Mornin - - -			Lyneen - - -		
Parkplace - - -			Mosstown - - -		
Taghsheenod Glebe - - -			Mosstown - - -		
Torboy - - -			Snugborough - - -		
Ballyclamay - - -	ditto	Forgney.	Stonepark - - -		
Carrickbeg - - -			Aghnasillagh - - -	ditto	Kilglass.
Cartron - - -			Ballintober (Bonny) - -		
Cloghan - - -			Ballintober (Rock) - -		
Clooneen - - -			Ballybeg - - -		
Clooncallow - - -			Ballycloghan - - -		
Clooncullen - - -			Ballygibbagh - - -		
Clynan - - -			Ballyglassin - - -		
Cornamucklagh - - -			Ballymacshane - - -		
Forgney - - -			Ballynamanagh - - -		
Keel - - -			Carn - - -		
Keelbaun - - -			Carrickboy - - -		
Kildordan - - -	ditto	Foxhall.	Carrickedmond - - -		
Newcastle - - -			Cloonagh - - -		
Pallasbeg - - -			Colehill - - -		
Pallasmore - - -			Corry - - -		
Ruth - - -			Deerpark - - -		
Aghnavealogue - - -			Drumming - - -		
Ballymacclifford - - -			Garryeam - - -		
Carrabola - - -			Glebe - - -		
Carrigeen - - -			Keel - - -		
Clontymullan - - -			Kilcurry - - -		
Clygeen - - -			Killinbore - - -		
Coolnafinnoge - - -			Kilnacarrow - - -		
Foxhall - - -			Knockagh - - -		
Foxhall Glebe - - -			Knocknaskea - - -		
Furze - - -			Lisaquill - - -		
			Liscormick - - -		
			Lisnacreevy - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LYMAHON—continued.</i>			<i>BALLYMAHON—continued.</i>		
Boughsheedan - - -	Longford	Kilglass.	Cartroncrooy - - -	Westmeath	Doonis.
Breeboge - - -			Clonkeen - - -		
Beeroe - - -			Corlis - - -		
Streamstown - - -			Creggy - - -		
Baghshinny - - -			Doonis - - -		
Bennalick - - -			Kippin - - -		
Bennalough - - -			Lisdossan - - -		
			Littletown - - -		
			Maghera - - -		
			<i>Two small Islands</i> - - -		
Binnagh - - -	- ditto -	Ledwithstown.	Ardbora - - -	- ditto -	Drumraney.
Birdoghill - - -			Ardbuckan - - -		
Barnacor - - -			Ballynalone - - -		
Berryad - - -			Ballynalone - - -		
Berrycolumb - - -			Baskinhigh - - -		
Berrylough - - -			Baskinlow - - -		
Berrymacar - - -			Bleachlawn - - -		
Berrymany - - -			Bryanbeg, Lower - - -		
Berrynabuntale - - -			Bryanbeg, Upper - - -		
Berrynagalliagh - - -			Cartroncoragh - - -		
Berrynagran - - -	Westmeath	Ardnagragh.	Drumraney - - -	- ditto -	Noughaval.
Berryveagh - - -			Kiltober - - -		
Doonacurry - - -			Newgrove - - -		
Doonacurry - - -			Aghafin - - -		
Drumnacor - - -			Aghanaspisha - - -		
Edera - - -			Ardnacrany, North - - -		
Foygh - - -			Ardnacrany, South - - -		
Forteenclareen - - -			Clogher - - -		
Ledwithstown - - -			Coolvin - - -		
Ledwithstown - - -			Corbrack - - -		
<i>One small Island</i> - - -			Doonamona - - -		
Ardnagragh (Digby) - - -	- ditto -	Ballymore.	Gortmore - - -	- ditto -	Piercetown.
Ardnagragh (Gray) - - -			Kilcornan - - -		
Ardnagragh - - -			Kilcornan - - -		
Bryanmore, Lower - - -			Lecade - - -		
Bryanmore, Upper - - -			Lissaquill - - -		
Carrickaneha - - -			Nicholstown - - -		
Cauran - - -			Noughaval - - -		
Cloghbreen - - -			Rath, Lower - - -		
Cormaclew - - -			Rath, Upper - - -		
Corr - - -			Streamstown - - -		
Curraghbane - - -	- ditto -	Doonis.	Tonlegee - - -	- ditto -	Templepatrick.
Curraghroodle - - -			Aghnabohy - - -		
Dunnamona - - -			Ballincurra - - -		
Killeennanam - - -			Fiveacres - - -		
Killininneen - - -			Glebe - - -		
Oldtown, or Pudding- street - - -			Jordanstown - - -		
Pishanagh - - -			Kilphierish - - -		
Streamstown - - -			Malthousepark - - -		
Walderstown - - -			Puddinstown, Lower - - -		
Ballymore - - -			Puddinstown, Upper - - -		
Ballynacorra - - -	- ditto -	Doonis.	Piercetown - - -	- ditto -	Templepatrick.
Carricknagower - - -			Rathcogue - - -		
Clonickilroe - - -			Relick (Longworth) - - -		
Clonybane - - -			Relick (Malone) - - -		
Clonyveey - - -			Sheean - - -		
Clonnamanagh - - -			Williamstown - - -		
Dungolman - - -			Williamstown, New - - -		
Glebe - - -			Ballydavid - - -		
Harrystown - - -			Ballymacallen - - -		
Killeenboy - - -			Ballymacartan - - -		
Lugacaha - - -	- ditto -	Doonis.	Beltacken - - -	- ditto -	Templepatrick.
Maddadoo - - -			Clonnalynagh - - -		
Milltown - - -			Duneel - - -		
Mullaghcloe - - -			Keenoge - - -		
Mullenmeehan - - -			Mayvore - - -		
Newtown - - -			Pottighan Commons - - -		
Snimnagorta - - -			Rahadorrish - - -		
Bawn - - -			Templepatrick - - -		
Brackagh - - -			Tonlemony - - -		
Cannorstown (Chapman) - - -					
Cannorstown (Hogan) - - -					
Carrick - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYMAHON—continued.			BALLYMENA—continued.	All the Town- lands in this Union are in the County of Antrim.	
Calliaghstown - - -	Westmeath	Winetown.	Lisnahilt - - -		
Cloncullen - - -			Lisnamurrikin - - -		
Toorevagh - - -			Rathkeel - - -		
Shinglis - - -			Ballycloghan - - -		
			Carnkeeran - - -		
			Correen - - -		
			Elginny - - -		
			Kinbally - - -		
			Knockboy - - -		
			Pollee - - -		
			Tullymore - - -		
BALLYMENA:	All the Town- lands in this Union are in the County of Antrim.				Broughshane.
Ballybeg - - -		Ahoghill.	Artnacrea - - -		
Ballykennedy - - -			Ballybogy - - -		
Ballylummin - - -			Ballycreagagh - - -		
Ballynafie - - -			Ballyreagh - - -		
Carnacmoin - - -			Carnbeg - - -		
Carnearney - - -			Carnmore - - -		
Craignageeragh - - -			Cloghgaldanagh - - -		
Gloonan - - -			Craigfad - - -		
Killane - - -			Craigfaddock - - -		
Limnaharry - - -			Doonbought - - -		
Lisnafillon - - -			Drumagrove - - -		
Lismurnaghan - - -			Eglish - - -		
Tullygowan - - -			Farranacushog - - -		
			Glebe - - -		
Ballymarlagh - - -	Glenleslie - - -				
Ballycreggy - - -	Inshamph - - -				
Ballylesson - - -	Killyree - - -				
Cross - - -	Kinflea - - -				
Crebilly - - -	Limavallaghan - - -				
Caherty - - -	Lower Tullykittagh - - -				
Deerfin - - -	Moneyduff - - -				
Dunnyvadden - - -	Rosedermot - - -				
Liminary - - -	Tullaghibane - - -				
Tully - - -	Tullynewry - - -				
	Upper Tullykittagh - - -				
Ballyconnelly - - -			Aughterclooney - - -		
Cardonaghy - - -			Ballyminstra - - -		
Corbally - - -			Ballymontenagh - - -		
Dreen - - -			Ballybollen - - -		
Drumrankin - - -			Drumramer - - -		
Glenhugh - - -			Glebe - - -		
Killyless - - -			Straid - - -		
Loan - - -					
Moneydollog - - -			Ballymacilroy - - -		
Moyasset - - -			Ballybollen - - -		
			Cloghogue - - -		
Bottom - - -			Creagh - - -		
Dunclug - - -			Downkillybegs - - -		
Townparks - - -			Kilknock - - -		
Ballyloughan - - -			Procklis - - -		
Brocklamont - - -					
Carning - - -			Aghaboy - - -		
Ballykeel - - -			Andraid - - -		
			Ballydunmaul - - -		
Aghavary - - -			Ballytresna - - -		
Ardnaglass - - -			Caddy - - -		
Culnafay - - -			Clare - - -		
Gillistown - - -			Clonkeen - - -		
Grange Park - - -			Coolsythe - - -		
Killylaes - - -			Drumanaway - - -		
Kilvillis - - -			Drummaul - - -		
Mill Quarter - - -			Groggan - - -		
Taylorstown - - -			Muckleramer - - -		
Ballyscullion, East - - -			Tamlaght - - -		
			Tannaghmore - - -		
Aghnadore - - -			Terrygowan - - -		
Broughshane, Upper - - -					
Broughshane, Lower - - -					
Creevamoy - - -					
Drummuck - - -					
Drumleckney - - -					
Dunaird - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYMENA—continued.	All the Town- lands in this Union are in the County of Antrim.		BALLYMENA—continued.	All the Town- lands in this Union are in the County of Antrim.	
Ballyhetherland - - -	- - -	Dundermot.	Glenwhirry - - -	- - -	Glenwhirry.
Ballynamaddy - - -			Greenhill - - -		
Ballynagry - - -			Jockey's Quarter - - -		
Ballymakeely - - -			Kernyhill - - -		
Ballymbare - - -			Kinnegalliagh - - -		
Ballymnaglea - - -			Mistyburn - - -		
Ballyndermot - - -			Skerrywhirry - - -		
Ballynsses - - -					
Ballynasoo - - -			Appletee - - -		
Ballyntal - - -			Ballee - - -		
Ballyringmount - - -			Ballycowan - - -	- - -	Kells.
Ballyrags - - -	- - -	Dunminning.	Ballymuckrea - - -		
Ballyrelunty - - -			Carnaghts - - -		
Ballyromore - - -			Cromkill - - -		
Ballyrminning - - -			Crevilly Valley - - -		
Ballyrlycowan - - -			Fernisky - - -		
			Kells - - -		
			Kildrum - - -		
			Kilgad - - -		
			Lisnawhiggel - - -		
Ballytibrannan - - -	- - -	Galgorm.	Slaght - - -	- - -	Kirkinriola.
Ballytlycosh - - -			Tawnybrack - - -		
Ballytlywatermoy - - -			Tullagharley - - -		
Ballytoughdone - - -			Tullynamullan - - -		
Ballytbankill - - -			Tullagharley - - -		
Ballytlybackey - - -					
Ballytlnnygarran - - -			Ballygarvey - - -		
Ballytnagh - - -			Bellee - - -		
Ballytnaghy - - -			Cabragh - - -		
Ballytalgorm - - -			Clinty - - -		
Ballytlyormparks - - -	- - -	Glenbuck.	Clogher - - -		
Ballytldowney - - -			Craigwarren - - -		
Ballytloylarg - - -			Dernaveagh - - -		
Ballytlesshan - - -			Drumfane - - -		
Ballytllagharley - - -			Drumfin - - -		
Ballytnearlea - - -			Dungall - - -		
Ballytlyreagh - - -			Killyflugh - - -		
			Kirkinriola - - -		
			Monaghan - - -		
			Leymore - - -		
Ballynticur - - -	- - -	Glenravill.	Loughmagarry - - -		
Ballynellaghy - - -					
Ballynrushybracken - - -			Aughnaclegagh - - -	- - -	Lisnagarran.
Ballynuneany - - -			Bracknamuckley - - -		
Ballynlenbuck - - -			Finkiltagh - - -		
Ballynlyllygreen - - -			Gortaheran - - -		
Ballynlyldonnelly - - -			Gortfad - - -		
			Gortgole - - -		
Ballynsallagh - - -			Killycoogan - - -		
Ballynbrae - - -			Lisnagarran - - -		
Ballynarncoagh - - -			Lisnahunshin - - -		
Ballynbrooknahaya - - -			Lisrodden - - -		
Ballynlglish - - -	- - -	Glenwhirry.	Moboy - - -		Longmore.
Ballynhrishnablay - - -			Tullynahinnion - - -		
BallynGortnageeragh - - -					
Ballynslandnabracky - - -			Aghacully - - -		
Ballynslandstown - - -			Aghafatten - - -		
BallynKillygore - - -			Ballylig - - -		
BallynKnockanully - - -			Ballymena - - -		
BallynLegnagooly - - -			Breckagh - - -		
BallynLisbreen - - -			Cleggan - - -		
BallynLisbreen Half Quarter - - -			Clonetrace - - -		
BallynLisnacrogher - - -	- - -	Glenwhirry.	Glenocum - - -		
BallynMartinstown - - -			Killycarn - - -		
BallynRathkenny - - -			Longmore - - -		
BallynRathsherry - - -			Loughconnelly - - -		
			Loughloughan - - -		
BallynBallynulto - - -			Magheramully - - -		
BallynBraetown - - -			Quolie - - -		
BallynClatteryknewes - - -			Slane - - -		
BallynCrosshill - - -			Ticloy - - -		
BallynDouglas - - -					
BallynGlenhead - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYMENA—continued.	All the Town- lands in this Union are in the County of Antrim.	Newtown Crom- melin.	BALLYMONEY—continued.	Antrim - -	Ballyhoe.
Scotchomerbane - -			Knockavrinnan - -		
Skerry, East - -			Magherahoney - -		
Skerry, West - -			Shanes - -		
Cargan - -			Shelton, North - -		
Carrowcowan - -			Shelton, South - -		
Craigdunloof - -			Tully, North - -		
Dungonnell - -			Tully, South - -		
Enishacrow - -			Turnavedog - -		
Irishomerbane - -			Ballybrakes - -		
Legagrane - -	Ballycormick - -				
Lisnamany - -	Ballygobbin - -				
Magheraboy - -	Ballypatrick - -				
Tuftarney - -	Bravallen - -				
Aughnahoy - -	Carnany, Lower - -				
Carmagrim - -	Drumnamallaght - -				
Casheltown - -	Glebe - -				
Drumraw - -	Greenville - -				
Garvaghy - -	Lislagan, Lower - -				
Kilcurry - -	Lislagan, Upper - -				
Killygarn - -	Millquarter - -				
Mullinsallagh - -	Moneygobbin - -				
Slievenagh - -	Newhill - -				
Antynanum - -	Prospect - -				
Ballygelly - -	Semicock - -				
Ballyligpatrick - -	Townparks - -				
Ballynacaird - -	Conogher - -				
Buckna - -	Ballybogy - -				
Carnstroan - -	Benvardin - -				
Cloghinarney - -	Bootown - -				
Douglas - -	Kilmoyle - -				
Kilnacolpagh - -	Shellfield - -				
Racavan - -	Tullycapple - -				
Rooghan - -	Lisnisk - -				
Shillanavogy - -	Ballydivity - -				
Tamybuck - -	Ballyhibistock, Lower - -				
Ballymatoskert - -	Ballyhibistock, Upper - -				
Ballydonnelly - -	Ballynarry, Upper - -				
Brecart - -	Beerhill - -				
Cloghogue - -	Carnaff - -				
Drumraymond - -	Carncoggy - -				
Drumderg - -	Deepstown - -				
Gortgill - -	Derrykeighan - -				
Killyfast - -	Glebe - -				
Lismacloskey - -	Islandahoe - -				
Moneyglass - -	Cloonty - -				
Muckrim - -	Ballymacfin - -				
Tamnaghmore - -	Ballynagor - -				
Toome - -	Carnbore - -				
	Carnmoon - -				
	Deffrick - -				
	Five Acres - -				
	Glassaneeran, Lower - -				
	Glassaneeran, Upper - -				
	Islands of Carnmoon - -				
	Islandrose - -				
	Liscolman - -				
	Loughlynch - -				
	Straidbilly - -				
	Toberdoney - -				
	Urbal - -				
	Ballynagashel - -				
	Ballytaggart - -				
	Ballyveely, Lower - -				
	Ballyveely, Upper - -				
	Castlequarter - -				
	Culbane - -				
	Lavin, Lower - -				
	Lavin, Upper - -				
	Lisnisk - -				
	Pharis - -				
	Tobernagola - -				
	Turnagrove - -				
BALLYMONEY:	Antrim - -	Ballycreagh.	Ballybregagh - -	- ditto - -	Carnmoon.
Ballycreagh, Lower - -					
Ballycreagh, Upper - -					
Carrivcashel - -					
Clontyfinnan, East - -					
Clontyfinnan, West - -					
Drumdallagh - -					
Drumnafivey - -					
Kingarrieff - -					
Knocknahinch - -					
Moyaver, Lower - -	- ditto - -	Ballyhoe.	Ballynagashel - -	- ditto - -	Castlequart
Moyaver, Upper - -			Ballytaggart - -		
Aldorough - -			Ballyveely, Lower - -		
Altarichard - -			Ballyveely, Upper - -		
Altaveedan, North - -			Castlequarter - -		
Altaveedan, South - -			Culbane - -		
Ballyknock, Big - -			Lavin, Lower - -		
Ballyknock, Little - -			Lavin, Upper - -		
Carrowerin - -			Lisnisk - -		
Coolkeeran - -			Pharis - -		
Friary - -	Tobernagola - -				
	Turnagrove - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>BALLYMONEY—continued.</i>			<i>BALLYMONEY—continued.</i>		
Ballybraddin - -	Antrim - -	Corkey.	Drumskea - - -	Antrim - -	Enagh.
Corkey, Middle - -			Enagh, Lower - - -		
Corkey, North - -			Enagh, Upper - - -		
Corkey, South or Little -			Glenstall - - -		
Love's Corkey - - -			Inshinagh - - -		
Atinahinch - - -			Landhead - - -		
Ballynagabog - - -			Leck - - -		
Carnagall - - -			New Buildings, South -		
Carnamenagh - - -			Polintamny - - -		
Carnbuck - - -					
Drumrankin - - -			Drumagarner - - -	Londonderry -	Hervey Hill.
Gruig - - -			Drumane - - -		
Lisaban - - -			Gortmacrane - - -		
Moneyneagh - - -			Killygullib Glebe - -		
			Bovedy - - -		
			Drumsaragh - - -		
Aghancrossy - - -	- ditto - -	Dervock.	Ballyportery, North -	Antrim - -	Killagan.
Ballynafeigh - - -			Ballyportery, South -		
Ballyrathan, Lower -			Ballyweeny - - -		
Ballyrathan, Upper -			Knockaholet - - -		
Bellislee - - -			Ballylig - - -		
Carncullagh, Lower -			Broughanore - - -		
Carncullagh, Middle -			Carnbeg - - -		
Carnfeogue - - -			Cloghmills - - -		
Carracloghy - - -			Culcrum - - -		
Chathamhall - - -			Drumadoon - - -		
Coole - - -			Drumavaddy - - -		
Dervock - - -			Kilmandil - - -		
Drumcrottigh - - -			Lough-hill - - -		
Gracehill - - -	- ditto - -	Dirraw.	Mount Hamilton - - -	- ditto - -	Killoquin, Lower.
Knockanboy - - -			Ballynaloob - - -		
Knockavallan - - -			Drumadarragh - - -		
Lisconnan - - -					
Lisnabraugh - - -			Ballymacconnelly - -		
Livery, Lower - - -			Carnfinton - - -		
Livery, Upper - - -			Church Tamlaght - -		
Mostragee - - -			Culmore - - -		
Mullaghduff - - -			Glebe - - -		
Stroan, Lower - - -			Gortahar - - -		
Stroan, Upper - - -			Granagh - - -		
Tullybane - - -			Lisnagaver - - -		
	- ditto - -	Dunloy.	Magheraboy - - -		
			Moneyleck - - -		
Carrowreagh - - -			Ballydonnelly - - -	- ditto - -	Killoquin, Upper.
Craigs - - -			Dreen - - -		
Dirraw - - -			Drumack - - -		
Drumlee - - -			Drumcon - - -		
Knockans - - -			Fernagh - - -		
Moneycanon - - -			Gortereghy - - -		
Mullans - - -			Tamlaght - - -		
Slievenaghy - - -			Tehorny - - -		
Tullaghans - - -					
			Ganaby - - -		
			Islandmore - - -		
			Kilmoyangey - - -		
Ballymacree-beg - -	- ditto - -	Enagh.	Kilraghts - - -		
Ballynamenagh, North, or Cummingstown -			Knockanavery - - -		
Ballynamoney - - -			Legacurry - - -		
Bendooragh - - -			Lisboy - - -		
Burngaunter - - -			Magheraboy, Lower -		
Cabragh - - -			Magheraboy, Upper -		
Carnany, Upper - - -			Smallquarter - - -		
Carneatly - - -			Toberbilly - - -		
Claughey - - -					
Cross - - -			Claragh - - -	Londonderry -	Kilrea.
Culdoo, Lower - - -			Erganagh - - -		
Culdoo, Upper - - -			Kilrea - - -		
Drumahiskey - - -			Moneygran - - -		
Drumreagh - - -			Moyknock - - -		
			Carranroe - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYMONEY—continued.			BALLYMONEY—continued.		
Coolhill - - -	Londonderry	Kilrea.	Drumard - - -	Londonderry	Tamlaght.
Gortincoolhill - - -			Drumlane - - -		
Tamlaght - - -			Drumnacanon - - -		
Movanagher - - -			Drumoolish - - -		
Mullan - - -			Killymuck Glebe - - -		
			Lisgorgan Glebe - - -		
Artigoran - - -	Antrim	Seacon.	Lisnagroath - - -		
Ballygan, Lower - - -			Moneysallin - - -		
Ballygan, Upper - - -			Fallahogy - - -		
Ballynacree-more - - -			Lislea - - -		
Ballynacree, Skein - - -			Moyagoney - - -		
Ballywattick, Lower - - -			Ballydullaghan - - -	ditto	The Grove.
Ballywattick, Middle - - -			Ballylame - - -		
Ballywattick, Upper - - -			Ballymenagh - - -		
Ballywindelland, Lower - - -			Carbalintober - - -		
Ballywindelland, Upper - - -			Craigavole - - -		
Bootown - - -			Crossland - - -		
Coldagh - - -			Dullaghy - - -		
Culbrim, Lower - - -			Laragh - - -		
Culbrim, Upper - - -			Lisachrin - - -		
Currysheskin - - -			Moyletra-toy - - -		
Drumaheglis - - -			Tamnyrankin - - -		
Fort Town - - -			Ballynian - - -		
Heagles - - -			Lismoyle - - -		
Kilmoyle, Lower - - -			Timaconway - - -		
Kilmoyle, Upper, or					
Kirkmoyle - - -			Artiforty, or Shanaghy,	Antrim	The Vow.
Macfinn, Lower - - -			Lower - - -		
Macfinn, Upper - - -			Artiloman - - -		
New Buildings, North - - -			Artnagross - - -		
Seacon-beg - - -			Ballaghbeddy - - -		
Seacon, Lower - - -			Ballynagarvy - - -		
Seacon-more - - -			Ballytunn - - -		
Taghey - - -			Carney Hill - - -		
Tullaghgore - - -			Desertderrin - - -		
			Eden - - -		
Ballygan, Upper - - -	Londonderry		Glebe - - -		
Ballywindelland, Lower - - -			Glengad - - -		
Ballywindelland, Upper - - -			Killins, North - - -		
Culbrim, Lower - - -			Killins, South - - -		
Heagles - - -			Killymaddy - - -		
Macfinn, Lower - - -			Lisheegan - - -		
Seacon, Lower - - -			Maddyloo, Upper - - -		
Seacon-more - - -			Maddykeel, Lower - - -		
	Antrim	Stranocum.	Maddykeel, Upper - - -		
Ballaghmore - - -			Manola Wood - - -		
Ballyboylands, Lower - - -			Moore Lodge - - -		
Ballyboylands, Upper - - -			New Buildings, or Mad-		
Ballyrobin - - -			dydoo, Lower - - -		
Breckagh - - -			Rosnashane - - -		
Calheme - - -			Rushey Hill - - -		
Craigatempin - - -			Shanaghy, Upper - - -		
Cubbindall - - -			Tate's Fort - - -		
Culramoney - - -			Vow - - -		
Drumard - - -					
Drunkendult, East - - -			BALLYSHANNON:		
Drunkendult, West - - -			Aghalateeve - - -	Leitrim	Aghalateeve.
Dunaghy - - -			Carrowduff - - -		
Dunaverney - - -			Creevelea - - -		
Farranalessary - - -			Crumpaun - - -		
Garry, Lower - - -			Erriff - - -		
Garry, Upper - - -			Loughmuirran - - -		
Glenlough - - -			Magheramore - - -		
Greenshields, Lower - - -			Moneengaugagh - - -		
Greenshields, Upper - - -				ditto	Aghanlish.
Killyramer - - -			Aghamore - - -		
Kirkhill - - -			Aghanlish - - -		
Leitrim - - -			Carrownona - - -		
Roseyards - - -			Cleighragh - - -		
Stranocum - - -			Cloontyprughlish - - -		
Topp, Lower - - -			Doostroke - - -		
Topp, Upper - - -			Drumacolla - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALLYSHANNON— <i>continued.</i>			BALLYSHANNON— <i>continued.</i>		
Bumcassel - - -	Leitrim - -	Aghanlish.	Kildoney Glebe - -	Donegal - -	Ballyshannon.
Bummans - - -			Knader - - -		
Beloges - - -			Legaltan - - -		
Berganavaddoge - - -			Mullans - - -		
Bergydonnell - - -			Parkhill - - -		
Besknan - - -			Rosscat - - -		
			Sheegys - - -		
			Spaddan - - -		
			Tirconeen - - -		
			Tonreege - - -		
Chadherrard, East - -	- ditto - -	Aghavoghil.	Townparks - - -	Fermanagh - -	Belleek.
Chadherrard, West - -			Tullyhorky - - -		
Chavoghil - - -			Tullymore - - -		
Chmahas - - -					
Chcode - - -			Ballaghgee Glebe - -		
Chrowboy - - -			Bellandohy - - -		
Chnavagh - - -			Carrowkeel Glebe - -		
Chbanummera - - -			Commons - - -		
Chsheher - - -			Derrynacrannog Glebe - -		
Chshmean - - -			Derryrona Glebe - -		
Chsh temple - - -	Donegal - -	Ballintra.	Druminillar - - -	Donegal - -	Bundoran.
Chockanroe - - -			Finner - - -		
Chullanavockaun - - -			Gadalough Glebe - -		
Chcummer - - -			Graffy - - -		
Chagarve - - -			Keenaghan - - -		
Chne Island - - -			Magheramenagh - -		
			Rathmore - - -		
			Tawnynoran Glebe - -		
			Tievealough Glebe - -		
			Tirigannon Glebe - -		
Chdeelan, Lower - - -	Donegal - -	Ballyshannon.	Ardfarn - - -	- ditto - -	Carrickboy.
Chdeelan, Upper - - -			Ballymunterhiggin - -		
Chrdnagalliagh - - -			Black Island - - -		
Challintra - - -			Black Island - - -		
Challymagrorty (Irish) - -			Drumacrin - - -		
Challymagrorty (Scotch) - -			Dunmuckrum - - -		
Challynacarrick - - -			Finner - - -		
Chirra - - -			Magheracar - - -		
Chromore - - -			Rathglass - - -		
Chrumhome - - -			Rathmore - - -		
Chrumoske - - -	- ditto - -	Ballyshannon.	Ardloughill - - -	Fermanagh - -	Castlecaldwell.
Churnesh - - -			Ballyhanna - - -		
Choyagh - - -			Ballynacarrick - - -		
Chlasbolie - - -			Camlin - - -		
Chrahamstown - - -			Carrickboy - - -		
Chishfad - - -			Cavan - - -		
Chishinny - - -			Cherrymount - - -		
Chillinangelbeg - - -			Cloghore - - -		
Chillinangelmore - - -			Clontyseer - - -		
Chacklom - - -			Drumnagroagh - - -		
Churgan - - -	- ditto - -	Ballyshannon.	Edenagor - - -	- ditto - -	Carrickboy.
Choneymore - - -			Killeen - - -		
Chullanacross - - -			Knocknashangan - - -		
Chathfragan - - -			Legaloscran - - -		
Chossacanlan - - -			Lissacholly - - -		
Chossnowlagh, Lower - -			Portnason - - -		
Chossnowlagh, Upper, or			Raheen - - -		
Chrockahany - - -			Rowantreehill - - -		
			Sminver - - -		
			Templenew - - -		
Abbey Island - - -	- ditto - -	Ballyshannon.	Tully - - -	Fermanagh - -	Castlecaldwell.
Abbeylands - - -			Ballymagaghan - - -		
Ala - - -			Derrychulloo - - -		
Ballymacaward - - -			Dulrush - - -		
Ballynaglogh - - -			Garvary - - -		
Behy - - -			Larkhill - - -		
Camp - - -			Leggs - - -		
Cassel - - -			Lowerybane - - -		
Cashellackan - - -			Meenatully - - -		
Cloghbolie - - -					
Coolbeg - - -					
Coolcholly - - -					
Coolmore - - -					
Cowpark - - -					
Creevy - - -					
Crockacapple - - -					
Doobally - - -					
Inish Samer - - -					
Kilbarron - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BALLYSHANNON—continued.			BALLYSHANNON—continued.		
Oughterdrum - - -	Fermanagh	Castlecaldwell.	Cashelard - - -	Donegal	Cliff.
Rossbeg - - -			Corlea - - -		
Rossharbour - - -			Croaghbreesy - - -		
Rossmore - - -			Derrykilwee - - -		
Scardans, Lower - - -			Barr of Slattingh - - -	Fermanagh	Garrison.
Scardans, Upper - - -			Carran, West - - -		
Tawnaghgorm - - -			Cashelnadrea - - -		
Nine small Islands - - -			Frevagh - - -		
Ardgillew - - -	Donegal	Cavan Garden.	Garrison - - -		
Ardpattan - - -			Gorteen - - -		
Ballymagrorty - - -			Knocknashangan - - -		
Barr of Ballynacarrick - - -			Scribbagh - - -		
Carricknahorna - - -			Slattingh - - -		
Cavan Garden - - -			Towerbeg - - -		
Derries - - -			Towermore - - -		
Garvanagh - - -			Askill - - -	Leitrim	Gubacreeny
Laheen - - -			Boyannagh - - -		
Rockhill - - -			Cordiver - - -		
Tievebrack - - -			Cornaglah - - -		
Tober - - -			Derryherk - - -		
Twomilestone - - -			Derrynaseer - - -		
Aghameelan - - -	Fermanagh	Church Hill.	Doobally - - -		
Aghamore - - -			Edenvella - - -		
Ardees, Lower - - -			Gubacreeny - - -		
Ardees, Upper - - -			Inishkeen - - -		
Ardgart - - -			Lareen - - -		
Barr of Bolustymore - - -			Mullanaleck - - -		
Barr of Drumbadmeen - - -			Rosfriar - - -		
Barr of Slawin - - -			Three Islands - - -		
Bess Island - - -			Aghamuldowney - - -	Fermanagh	Inishmacsa
Binmore Glebe - - -			Bilberry Island - - -		
Blackslee - - -			Brollagh - - -		
Bohevny - - -			Carranbeg - - -		
Bolustybeg - - -			Carranmore - - -		
Bolustymore - - -			Corgary - - -		
Braade - - -			Cornadarum - - -		
Bunnahone - - -			Cornahaltie - - -		
Callagheen - - -			Corramore - - -		
Callow - - -			Corrakeel - - -		
Carnirk - - -			Corry - - -		
Carrick - - -			Derrynacross - - -		
Carrigolagh - - -			Derrynamed - - -		
Correll - - -			Drumataffan - - -		
Derryvahon - - -			Drumbadreevagh - - -		
Dresternan - - -			Drumlisaleen - - -		
Drumary - - -			Drumnasreane - - -		
Drumbadmeen - - -			Farrancassidy - - -		
Drumcrow - - -			Fassagh - - -		
Drummenaghbeg - - -			Garvros - - -		
Drummenaghmore - - -			Glen, East - - -		
Drumreask - - -			Glen, West - - -		
Heron Island - - -			Gorminish Island - - -		
Largalinny - - -			Gortnalee - - -		
Legg - - -			Killybeg - - -		
Lenaghan - - -			Killymore - - -		
Letter - - -			Knockarevan - - -		
Loughachork - - -			Laughill - - -		
Magho - - -			Leglehid - - -		
Minran - - -			Lergan - - -		
Monawilkin - - -			Manger - - -		
Muckinish - - -			Meenacloyabane - - -		
Portnacloyaduff - - -			Moneendogue - - -		
Rosscor Island - - -			Muckenagh - - -		
Shean - - -			Muggalnagrow - - -		
Slawin - - -			Rosscor - - -		
Sruhanure - - -			Rosskit Island - - -		
Tiranagherbeg - - -			Tullyloughdaugh - - -		
Tiranaghermore - - -			Tullymore - - -		
Tonnagh - - -					
Tully - - -					
Whiterocks - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
SHANNON—continued.			BALLYSHANNON—continued.			
Adunvane - - -	Leitrim - -	Kinlough.	Agharroo - - -	Leitrim - -	Tullaghan.	
Baroosky - - -			Bunduff - - -			
Boo - - -			Cloodrevagh - - -			
Clumore - - -			Cloonty - - -			
Conawillin - - -			Corbeg - - -			
Done - - -			Derrinloughan - - -			
Enageeha - - -			Derryduff - - -			
Enagh - - -			Duncarbry - - -			
Enateendarragh - - -			Gargrim - - -			
Enasillagh - - -			Knockbrack - - -			
Enlough - - -			Lisgool - - -			
Enlough - - -			Mullanyduff - - -			
Enneen - - -			Redbrae - - -			
Enkrum - - -	Sheean - - -					
Enk - - -	Tawly - - -					
Enlogher - - -	Tawnytallan - - -					
Enshinagh - - -	Tullaghan - - -					
			Uragh - - -			
			Wardtown - - -			
Enho - - -	Fermanagh - -	Lattone.	BALLYVAGHAN:			
Enmacully - - -			Abbey, East - - -	All the Town- lands in this Union are in the County of Clare.	Abbey.	
Enamcully - - -			Abbey, West - - -			
Enatone - - -			Ballyvelaghan - - -			
Enarainy - - -			Behagh - - -			
Enss - - -			Cartron - - -			
Enpragh - - -			Corranroo - - -			
Enbane - - -			Dooneen - - -			
Envebunnaun - - -			Finavarra Demesne - - -			
Eninteskina - - -			Moneen - - -			
Enlybellina - - -			Mortyclogh - - -			
Enlygerravra - - -			Muckinish, East - - -			
Enlyrossmearan - - -			Muckinish, West - - -			
	Munnia - - -	- ditto - -	Mallybreen.			
Enlybreen - - -	New Quay - - -					
Enlychurry - - -	Rine - - -					
Enlyfad - - -	Rossalia - - -					
Enlylough - - -	Scanlan's Island - - -					
Enlynabohoge - - -	Sheshia - - -					
Enlyvogy - - -	Six small Islands - - -					
	Ballyconry - - -			Leitrim - -	Melvin.	Carran.
Enlyvogy - - -	Cappagh - - -					
Enlyvogy - - -	Cappaghkennedy - - -					
Enlyvogy - - -	Clab - - -					
Enlyvogy - - -	Coolnatullagh - - -					
Enlyvogy - - -	Coskeam - - -					
Enlyvogy - - -	Crughwill - - -					
Enlyvogy - - -	Fahee, North - - -					
Enlyvogy - - -	Fahee, South - - -					
Enlyvogy - - -	Glencolumbkille, North - - -					
Enlyvogy - - -	Glencolumbkille, South - - -					
Enlyvogy - - -	Keelhillia - - -					
Enlyvogy - - -	Knockans, Lower - - -					
Enlyvogy - - -	Knockans, Upper - - -					
Enlyvogy - - -	Pullagh - - -	Fermanagh - -	Roogagh.	Castletown.		
Enlyvogy - - -	Rannagh, East - - -					
Enlyvogy - - -	Termon - - -					
Enlyvogy - - -	Ballydoora - - -					
Enlyvogy - - -	Cahergrillaun - - -					
Enlyvogy - - -	Cahermackirilla - - -					
Enlyvogy - - -	Carran - - -					
Enlyvogy - - -	Castletown - - -					
Enlyvogy - - -	Clooncoose - - -					
Enlyvogy - - -	Commons - - -					
Enlyvogy - - -	Creevagh - - -					
Enlyvogy - - -	Eantybeg, North - - -					
Enlyvogy - - -	Eantybeg, South - - -					
Enlyvogy - - -	Eantymore - - -					
Enlyvogy - - -	Fannygalvan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BALLYVAGHAN—continued.	All the Town- lands in this Union are in the County of Clare.		BALLYVAGHAN—continued.	All the Town- lands in this Union are in the County of Clare.	Mount Elva
Iskancullin - - -			Lismorahaun - - -		
Meggagh, East - - -			Lislarheenbeg - - -		
Meggagh, West - - -		Castletewn.	Lislarheenmore - - -		
Mogouhy - - -			Slievenabillog - - -		
Moheramoylan - - -					
Moheraroon - - -			Ballydonohoe - - -		
Moygowna - - -			Ballygastell - - -		
Poulacarran - - -			Ballyinsheenbeg - - -		
Poulaphuca - - -			Ballyinsheenmore - - -		
Poulawack - - -			Ballyhenna - - -		
Poulcaragherush - - -			Ballyneillan - - -		
Rannagh, West - - -			Ballyteige - - -		Lisdoonvarna
Sheshodonnell, East - - -			Cahercloggaun - - -		
Sheshodonnell, West - - -			Gowlaun - - -		
Sladoo - - -			Knockaunvickteera - - -		
			Lisdoonvarna - - -		
			Rathbaun - - -		
Acres - - -			Rooska - - -		
Ballycahill - - -					
Ballyconry - - -			Ballyganner, North - - -		Drumcreehy.
Ballyvaghan - - -	Ballymahony - - -				
Bishopsquarter - - -	Ballymihil - - -				
Dangan - - -	Ballymurphy - - -				
Killoghil - - -	Baur, North - - -				
Knocknagroagh - - -	Baur, South - - -				
Lisnarnard - - -			Caherconnell - - -		
Loughrask - - -			Cagnarooan - - -		
Newtown - - -			Cregavockoge - - -		
Tonarussa - - -			Faherlaghroe - - -		
Three small Islands - - -			Glensleade - - -		
			Kilcorney - - -		
			Kilcorney Glebe - - -		
Balliny, North - - -			Kiltaan - - -		
Balliny, South - - -			Kiltennan, North - - -		
Ballyelly - - -			Kiltennan, South - - -		Noughaval.
Blakesmountain - - -			Knockavoorheen - - -		
Coolmeen - - -			Lismohor - - -		
Craggagh - - -		Derreen.	Lisnarnroum - - -		
Crumlin - - -			Lissylisheen - - -		
Derreen, East - - -			Magheraweelen - - -		
Derreen, South - - -			Noughaval - - -		
Derreen, West - - -			Paulbaun - - -		
Fanorebeg - - -			Poulanine - - -		
Faunarooska - - -			Poulgorm - - -		
Knockauns Mountain - - -			Poulnabrone - - -		
Lisconera - - -			Poulnaskagh - - -		
			Rusheen - - -		
Aghaglinny, North - - -					
Aghaglinny, South - - -					
Fanoremore - - -			Aghawinnaun - - -		
Formoyle, East - - -			Aillwee - - -		
Formoyle, West - - -			Boloon - - -		
Gleninagh, North - - -		Gleninagh.	Ballyheehan - - -		
Gleninagh, South - - -			Coolnatullagh - - -		
Murrooghkilly - - -			Cragballyconoal - - -		
Murrooghtoohy, North - - -			Deelinbeg - - -		
Murrooghtoohy, South - - -			Deelinmore - - -		
			Gortaclare - - -		
			Gortboyheen - - -		Oughtman
Ballyconnoe, North - - -			Kilweelran - - -		
Ballyconnoe, South - - -			Knockycallanan - - -		
Caherbullog - - -			Oughtmama - - -		
Cahermaan - - -			Poulaphuca - - -		
Cahermacnaghten - - -			Slievecarran - - -		
Cahermakerrila - - -		Mount Elva.	Turlough - - -		
Cooleabeg - - -					
Cooleamore - - -					
Cragreagh - - -			Ballyallaban - - -		
Croagh, South - - -			Berneens - - -		
Cullaun - - -			Burrenwee - - -		
Derrynavahagh - - -			Cahermacun - - -		Rathborne
Killeany - - -			Croagh, North - - -		
Lisheeneagh - - -			Cloonmartin - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BAGHAN—continued. Ballyardan - - Ballybrickaun - - Brooska - - Caeloon - - Dagh - - Dunshreen - - Fahan, East - - Fahan, West - - Gogogan - - Hacsheedy - - Maecteige - - Mabrucky - - Macapple - -	All the Town-lands in this Union are in the County of Clare.	Rathborney.	BALROTHERY—continued. Balgaddy - - - Balscaddan - - - Commons, 1st Division - Commons, 2d Division - Dermotstown - - - Drummans - - - Gormanstown Demesne - Grange - - - Haystown - - - Killougher - - - Matt - - - Milestown - - - Newtown - - - Priorland - - - Rath - - - Ring - - - Ring Commons - - - Seven Parks, 1st Division - Seven Parks, 2d Division - Seven Parks, 3d Division - Stamullin - - - Tobertaskin - - - Tobersool - - - Tobertown - - - Whitestown - - -	All the Town-lands in this Union are in the County of Dublin.	Balscadden.
ROTHERY: Brillan Demesne - - Briggan - - - Balrothery - - - Buckhall - - - Cahill - - - Claremore - - - Clelland - - - Credher - - - Dard, or Folkstown, Great - - - Dartlough - - - Denhill - - - Deystown - - - Donisfields - - - Downingstown - - - Duckstown, Little - - - Dunershill - - - Dubois Moor - - - Ebe, North - - - Ebe, South - - - Empton Demesne - - - Ennes Park - - - Fah - - - Galane - - - Mainham - - - Mough - - - Ock - - - Ocknagin - - - Oghbarn - - - Oheney - - - Orgaretstown - - - Imerstown - - - Se Park - - - Mon - - - Phenstown - - - Kardstown - - - Kinstown - - -					
Manstown - - - Miliaghstown - - - Mastown - - - Murragh - - - Mewtown - - - Westpalstown - - - Millyboghill - - - Mlinstown - - - Monswords - - - Moroge - - - Mishoge - - - Mlistown - - - Merardstown - - - Mrange - - - Mainscourt - - - Moscall - - - Myanstown - - -					
	All the Town-lands in this Union are in the County of Dublin.	Balbriggan.	Cottrelstown - - - Folly - - - Wolganstown - - - Jordanstown - - - Palmerstown - - - Whitestown - - - Brownscross - - - Cabragh - - - Clonmethan - - - Fieldstown - - - Glebe - - - Jordanstown - - - Killeen - - - Moortown - - - Oldtown - - - Wolganstown - - - Balcarrick - - - Corballis - - - Donabate - - - Kilerea - - - Lanestown - - - Mullan Island - - - Newbridge Demesne - - - Portrairie Demesne - - - Turvey - - - Ballalease, North - - - Ballylease, South - - - Ballylease, West - - - Ballisk - - - Ballisk Common - - - Ballymastone - - - Beaverstown - - - Burrow - - - Portrairie - - - Portrairie Demesne - - - Quay - - - Rahillion - - -	Clonmethan.	
		Ballyboghill.	Cabinhill - - - Coolfores - - - Doolagh - - - Flacketstown - - - Fortyaeres - - - Hazardstown - - - Hynestown - - - Lecklingtown - - - Loughmain - - -	Hollywood.	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALROTHERY— <i>continued.</i>	All the Town- lands in this Union are in the County of Dublin.		BALROTHERY— <i>continued.</i>	All the Town- lands in this Union are in the County of Dublin.	
Naul - - -			Lispopple - - -		
Rath, Great - - -			Mountstuart - - -		
Rath, Little - - -			Rath - - -		
Reynoldstown - - -			Rowlestown, East - - -		
Westown - - -			Rowlestown, West - - -		
Winnings - - -			Scatternagh - - -		
Babrickard - - -			Surgaltown, North - - -		
Beldaragh - - -			Surgaltown, South - - -		
Belgee - - -			Warblestown - - -		
Brownstown - - -			Killeek - - -		
Curragh, East - - -			Mountambrose, Great - - -		
Curragh, West - - -			Mountambrose, Little - - -		
Damastown - - -		Hollywood.	Westereave - - -		
Hollywood, Great - - -			Ballyhack - - -		
Hollywood, Little - - -			Castlefarm - - -		
Kinoud - - -			Common - - -		
Kitchenstown - - -			Coolatrath, East - - -		
Knockbrack - - -			Coolatrath, West - - -		Kilsallaghan.
Mallahow - - -			Coolquoy - - -		
Ring Commons, 1st Divi- sion - - -			Coolquoy Common - - -		
Ring Commons, 2d Divi- sion - - -			Corrstown - - -		
Grallagh - - -			Dunmucky - - -		
			Glebe - - -		
Baltrasna - - -			Kilcoskan - - -		
Barnageeragh - - -			Kilmacree - - -		
Colt Island - - -			Kilsallaghan - - -		
Dellabrown - - -			Newbarn - - -		
Grange - - -			Shallon - - -		
Holmpatrick - - -			Thorntown - - -		
Lane - - -			Ballystrahan - - -		
Milverton - - -			Kilreesk - - -		
Milverton Demesne - - -			Laurestown - - -		
Piercetown - - -			Skephubble - - -		
Shenick's Island - - -			Toberburr - - -		
St. Patrick's Island - - -			Westereave - - -		
Strifeland - - -					
Townparks - - -			Abbeyville - - -		
Baldongan - - -			Auburn - - -		
Ballaghstown - - -			Drinan - - -		
Laytown - - -			Drumnigh - - -		
Milvertown - - -			Feltrim - - -		
			Greenwood - - -		
Ardla - - -			Kinsaley - - -		
Balcunnin - - -			Mabestown - - -		
Ballustree - - -		Holmpatrick.	Rahulk - - -		Kinsaley.
Ballyhavl - - -			Streamstown - - -		
Ballykea - - -			Baskin - - -		
Ballymaguire - - -			Cloghran - - -		
Blackland - - -			Clonsbagh - - -		
Carn Hill - - -			Corballis - - -		
Collinstown - - -			Middletown - - -		
Drumanagh - - -			Springhill - - -		
Drumlattery - - -			Stockhole - - -		
Hacketstown - - -			Toberbunny - - -		
Heathtown - - -					
Jordanstown - - -			Annsbrook - - -		
Lane - - -			Ballydrumman - - -		
Loughland - - -			Balleally, East - - -		
Loughshinny - - -			Balleally, West - - -		
Oberstown - - -			Ballough - - -		
Piercetown - - -			Ballystrane - - -		
Popeshall - - -			Bean - - -		
Rallekaystown - - -			Bettyville - - -		
Rathmooney - - -			Bishopsland - - -		
Thomastown - - -			Bridetree - - -		Lusk.
			Broomfield - - -		
Balcultry - - -			Causetown - - -		
Boggyheary - - -			Colecot - - -		
Brazil - - -		Kilsallaghan.	Coldwinters - - -		
Drishoge - - -			Corduff - - -		
Killossery - - -			Corduff Commons - - -		
Leas - - -			Corduff Hall - - -		
			Corduff (Hackett) - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROTHBERRY—continued.	All the Town-lands in this Union are in the County of Dublin.		BALROTHERRY—continued.	All the Town-lands in this Union are in the County of Dublin.	
Banestown - - -			Forrestfields - - -		
Banganstown - - -			Forrest, Great - - -		
Belfinstown - - -			Forrest, Little - - -		
Bellinacorney - - -			Fosterstown, North - - -		
Bellinacorney - - -			Fosterstown, South - - -		
Bellinacorney - - -			Glebe - - -		
Bellinacorney - - -			Greenfields - - -		
Bellinacorney - - -			Hilltown - - -		
Bellinacorney - - -			Holybanks - - -		
Bellinacorney - - -			Jamestown - - -		
Bellinacorney - - -			Knocksedan - - -		
Bellinacorney - - -			Lissenhall, Great - - -		
Bellinacorney - - -			Lissenhall, Little - - -		
Bellinacorney - - -			Magillstown - - -		
Bellinacorney - - -			Mantua - - -		
Bellinacorney - - -			Marshallstown - - -		
Bellinacorney - - -			Miltonsfields - - -		
Bellinacorney - - -			Mooretown - - -		
Bellinacorney - - -			Mountgorry - - -		
Bellinacorney - - -			Nevinstown, East - - -		
Bellinacorney - - -			Nevinstown, West - - -		
Bellinacorney - - -			Newtown - - -		
Bellinacorney - - -			Oldtown - - -		
Bellinacorney - - -			Outlands - - -		
Bellinacorney - - -			Rathbeal - - -		
Bellinacorney - - -			Rathingle - - -		
Bellinacorney - - -			Roganstown - - -		
Bellinacorney - - -			Saucerstown - - -		
Bellinacorney - - -			Seapoint - - -		
Bellinacorney - - -			Seatown, East - - -		
Bellinacorney - - -			Seatown, West - - -		
Bellinacorney - - -			Skidoo - - -		
Bellinacorney - - -			Swords Demesne - - -		
Bellinacorney - - -			Swords Glebe - - -		
Bellinacorney - - -			Townparks - - -		
Bellinacorney - - -			Tonlegee - - -		
Bellinacorney - - -			Windmill Lands - - -		
Bellinacorney - - -			Glebe - - -		
			BALTINGLASS :		
Ballingnile - - -			Ballingnile - - -		
Ballingnile - - -			Ballingnile Hill - - -		
Ballingnile - - -			Ballyknockan - - -		
Ballingnile - - -			Carrigatheme - - -		
Ballingnile - - -			Cranareen - - -		
Ballingnile - - -			Cornan, East - - -		
Ballingnile - - -			Drim - - -		
Ballingnile - - -			Knocknagree - - -		
Ballingnile - - -			Lybagh - - -		
Ballingnile - - -			Rathcoyle, Lower - - -		
Ballingnile - - -			Rathcoyle, Upper - - -		
Ballingnile - - -			Rathgorragh, Lower - - -		
Ballingnile - - -			Rathgorragh, Upper - - -		
Ballingnile - - -			Slieveboy, Lower - - -		
Ballingnile - - -			Slieveboy, Upper - - -		
Ballingnile - - -			Slievemaan - - -		
Ballingnile - - -			Slievenamough - - -		
Ballingnile - - -			Slievenamough Plain - - -		
Ballingnile - - -			Slievoreagh, Lower - - -		
Ballingnile - - -			Slievoreagh, Upper - - -		
Ballingnile - - -			Toorboy - - -		
			Baltinglass, East - - -		
			Baltinglass, West - - -		
			Bawnoge - - -		
			Carsrock - - -		
			Clogh Castle - - -		
			Clogh, Lower - - -		
			Clogh, Upper - - -		
			Deerpark - - -		
			Holdenstown, Lower - - -		
			Holdenstown, Upper - - -		
			Irongrange, Lower - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BALTINGLASS—continued.			BALTINGLASS—continued.		
Irongrange, Upper -	Wicklow	Baltinglass.	Ballinroan, Lower -	Wicklow	Eadestown.
Lathaleese -			Ballinroan, Upper -		
Newtown Saunders -			Boley -		
Pinnacle -			Boleycarrigeen -		
Raheen -			Boleylug -		
Rampere -			Cloghnagaune -		
Rathmoon -			Colvinstown, Lower -		
Sruhaun -			Colvinstown, Upper -		
Stratford Lodge -			Coolinarrig, Lower -		
			Coolinarrig, Upper -		
Ballintruer Beg -	ditto	Donaghmore.	Downings -	ditto	Hartstown.
Ballintruer More -			Eadestown Hill -		
Ballyhubbock, Lower -			Eadestown, North -		
Ballyhubbock, Upper -			Eadestown, South -		
Brusselstown -			Keadeen -		
Castlequarter -			Kill -		
Castleruddery, Lower -			Kilranelagh -		
Castleruddery, Upper -			Moorestown -		
Castlesallagh -			Spinans, East -		
Coolamaddra -			Spinans Hill -		
Deerpark -	ditto	Donard.	Spinans, Middle -	ditto	Hollywood.
Donaghmore -			Spinans, West -		
Killybeg -			Ballycore -		
Newtown -			Baronstown, Lower -		
Raheen -			Baronstown, Upper -		
Randalstown -			Glennacanion -		
Whitestown, Lower -			Hartstown -		
Whitestown, Upper -			Knockanreagh -		
Ballylionbawn -			Lackareagh -		
Ballylion, Lower -			Monatore -		
Ballylion, Upper -	ditto	Dunlavin.	Money more -	ditto	Humewood.
Ballymooney -			Oldtown -		
Blackmoor -			Rathtoole -		
Broomfields -			Tinoran Hill, North -		
Coolharbour, Lower -			Tinoran Hill, South -		
Coolharbour, Upper -			Athgarvan -		
Crickawn -			Athgreany -		
Donard Demesne, East -			Ballintober -		
Donard Demesne, West -			Ballysize, Lower -		
Donard, Lower -			Ballysize, Upper -		
Donard Mountain -	ditto	Dunlavin.	Bannagrove -	ditto	Humewood.
Donard, Upper -			Broughills Hill -		
Dodysbottoms -			Conlans Hill -		
Intack -			Dragoon Hill -		
Irishtown, East -			Dunboyke -		
Irishtown Park -			Drumreagh -		
Irishtown, West -			Glebe -		
Kilbaylet, Lower -			Harristown -		
Kilbaylet, Upper -			Hollywood Demesne -		
Kilcoagh, East -			Hollywood, Lower -		
Kilcoagh, West -	ditto	Dunlavin.	Hollywood, Upper -	ditto	Humewood.
Studfield, North -			Johnstown -		
Studfield, South -			Kiernans Hill -		
Blackhill -			Killerk -		
Boherboy -			Knocknaistreile -		
Brewershill -			Knockroe -		
Decoy -			Mullycagh, Lower -		
Dunlavin, Lower -			Mullycagh, Upper -		
Dunlavin, Upper -			Newtown -		
Forristeen -			Rathattin -		
Knockandort -	ditto	Dunlavin.	Scalp -	ditto	Humewood.
Knocknaguil -			Sleevecorragh -		
Loughmogue, Lower -			Toor -		
Loughmogue, Upper -			Walterstown -		
Lugatryna -			Woodenboley -		
Milltown -			Barraderry, East -		
Plezica -			Carrig, Lower -		
Rathbawn -			Carrig Mountain -		
Toberbeg -			Carrig, Upper -		
Tornant, Lower -			Crossnacole -		
Tornant, Upper -					
Uppertown -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LUGGLASS—continued.</i>			<i>BALTINGLASS—continued.</i>		
Jonesfort, Lower - -	Wicklow	Humewood.	Coonmore - - -	Wicklow	Lugglass.
Jonesfort, Upper - -			Corragh - - -		
Idan - - -			Granamore - - -		
Idancoyle - - -			Knocknaboley - - -		
Maigue - - -			Knocknadroose - - -		
Mayewood - - -			Lugglass, Lower - - -		
Olsha - - -			Lugglass, Upper - - -		
Olshabeg - - -			Oakwood - - -		
Otegan - - -					
Knockavurrig - - -			Ballybrackbeg - - -		
Knockduff, Lower - -			Ballybrackmore - - -		
Knockduff, Upper - -			Ballykilmurry, Lower - - -		
	- ditto -	Imael, North.	Ballykilmurry, Upper - - -	- ditto -	Rathdangan.
Ballinard - - -			Ballymaconey - - -		
Ballinclea - - -			Bawnoge - - -		
Ballyvaghan - - -			Bernogh - - -		
Ballyvraghan - - -			Borkillbeg - - -		
Blackpits - - -			Borkillmore - - -		
Cane - - -			Cornan, West - - -		
Cittas - - -			Deerpark - - -		
Cunnow Mountain - - -			Highpark, Lower - - -		
Corragh - - -			Highpark, Upper - - -		
Crisadaun - - -			Kilcarney, Lower - - -		
Crumreagh - - -			Kilcarney, Upper - - -		
Crickeen - - -	- ditto -	Imael, South.	Killamoat, Lower - - -	- ditto -	Rathsallagh.
Knockandarragh - - -			Killamoat, Upper - - -		
Knocknamunnion - - -			Knocknagilky, Lower - - -		
Meitrim - - -			Knocknagilky, Upper - - -		
Meoh - - -			Mullanacranny - - -		
Meven - - -			Rathdangan - - -		
Obawn - - -			Rathduff Beg - - -		
Oonroe - - -					
Oewpark - - -			Ballyhurtim - - -		
Oollaghadoo - - -			Ballylaffin - - -		
Ougborough - - -			Ballylea - - -		
Otranahely - - -	- ditto -	Imael, South.	Byrneshill - - -	- ditto -	Stratford.
Ougarloaf - - -			Coonanstown - - -		
Oable Mountain - - -			Crossoge - - -		
Bushfield - - -			Freynestownhill - - -		
Bamara - - -			Freynestown, Lower - - -		
Bamarahill, North - - -			Freynestown, Upper - - -		
Bamarahill, South - - -			Griffinstown Glen - - -		
Bannow - - -			Knockbawn - - -		
Boan - - -			Moanvawm - - -		
Bolliga - - -			Mullans - - -		
Knockanarrigan - - -			Oldcourt - - -		
Lugnaquillia - - -	- ditto -	Imael, South.	Rathsallagh - - -	- ditto -	Talbotstown.
Moorspark - - -			Rathsallagh Demesne - - -		
Seskin - - -			Rottenhill - - -		
			Shepherdshill - - -		
			Toolestown - - -		
Ballinabarny - - -			Ballyhook - - -		
Ballinabarny Gap - - -			Ballyhook Demesne - - -		
Ballineddan, Lower - - -			Ballyhook Hill - - -		
Ballineddan Mountain - - -			Ballynatone - - -		
Ballineddan, Upper - - -			Manger - - -		
Ballinfoyle, Lower - - -			Rathbran - - -		
Ballinfoyle, Upper - - -	- ditto -	Imael, South.	Scurloge - - -	- ditto -	Talbotstown.
Ballyreask - - -			Stratford - - -		
Ballytoole, Lower - - -			Winetavern - - -		
Ballytoole, Upper - - -					
Davidstown - - -			Barraderry, North - - -		
Fauna - - -			Barraderry, South - - -		
Gibstown - - -			Brockna - - -		
Clonshannon - - -			Englishtown - - -		
Coohnoney - - -			Fortgranite - - -		
Derrynamuck - - -			Killalish, Lower - - -		
Kilshamore - - -			Killalish, Upper - - -		
Kilbreffy - - -			Kilmurry - - -		
Knockaderry - - -			Kilmurry, Lower - - -		
Rostyduff, Lower - - -			Kilmurry, Upper - - -		
Rostyduff, Upper - - -					
Tinnehinch - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BALTINGLASS— <i>continued.</i>			BALTINGLASS— <i>continued.</i>		
Newtown - - -	Wicklow	Talbotstown.	Ballitore - - -	Kildare	Ballitore.
Slaney Park - - -			Crookstown, East - - -		
Talbotstown, Lower - - -			Crookstown, Upper - - -		
Talbotstown, Upper - - -			Moyleabbey - - -		
Woodfield - - -			Portersize - - -		
Woodfield Glen - - -			Spratstown - - -		
			Timolin - - -		
Ballynure - - -	- ditto -	The Grange.	Aylmerstown - - -	- ditto -	Carrigeen.
Ballynure Demesne - - -			Ballynacarrick, Lower - - -		
Ballynure Park - - -			Ballynacarrick, Upper - - -		
Burrow - - -			Bolton - - -		
Grangecon Demesne - - -			Carrigeen Hill - - -		
Grangecon Hill - - -			Carrigeen, North - - -		
Grangecon, Lower - - -			Carrigeen, South - - -		
Grangecon, Upper - - -			Collin - - -		
Grangecon Park - - -			Commonstown - - -		
Grangecon Rock - - -			Coolrake - - -		
Griffinstown Hill - - -			Corballis - - -		
Griffinstown, Lower - - -			Davidstown - - -		
Griffinstown, Upper - - -			Davidstown Demesne - - -		
Knockarigg - - -			Glebe - - -		
Knockarigg Demesne - - -			Glowens - - -		
Knockarigg Hill - - -	- ditto -	Tober.	Grangeford - - -	- ditto -	Graney.
Knockdoo - - -			Hughstown - - -		
Knocknamuck, Lower - - -			Killelan - - -		
Knocknamuck, Upper - - -			Marshallstown - - -		
Knocktershill - - -			Newtown - - -		
Lowtown - - -			Sherriff Hill - - -		
Whitehills - - -			Simonstown, East - - -		
			Simonstown, West - - -		
Annalecky - - -			Tankardstown - - -		
Cowpasture - - -			Ballycullane, Lower - - -		
Crehelp - - -			Ballycullane, Upper - - -		
Friarhill - - -			Ballyraggan - - -		
Kinsellastown - - -			Broadstown - - -		
Lemonstown - - -			Coltstown - - -		
Lorrug - - -			Davidstown (Pilsworth) - - -		
Man of War - - -	- ditto -	Togher.	Graney, East - - -	Carlow	Kineagh.
Merginstown - - -			Graney, West - - -		
Merginstown Demesne - - -			Knockfield - - -		
Merginstown Glen - - -			Knockpatrick - - -		
Sandyhills - - -			Knockroe - - -		
Tober Demesne - - -			Knockshannagh - - -		
Tober, Lower - - -			Moatavanny - - -		
Tober, Upper - - -			Narraghbeg - - -		
Wards of Tober - - -			Newtown - - -		
			Plunketstown, Lower - - -		
Annacarney - - -			Plunketstown, Upper - - -		
Bawnoge - - -			Roscolvin - - -		
Blackditches, Lower - - -			Saint John - - -		
Blackditches, Upper - - -			Skenagun - - -		
Carrigacurra - - -	- ditto -	Tuckmill.	Ballycook - - -	- ditto -	Rahill.
Granabeg, Lower - - -			Ballyhacket, Lower - - -		
Granabeg, Upper - - -			Ballyhacket, Upper - - -		
Knockalt, Lower - - -			Oldtown - - -		
Knockalt, Upper - - -			Phillipstown - - -		
Lockstown, Lower - - -			Raheenadaw - - -		
Lockstown, Upper - - -			Rathdaniel - - -		
Togher - - -			Rathmore - - -		
Vallymount, or Cross - - -			Straboe - - -		
Monamuck - - -					
			Ballyoliver - - -		
Ballinacrow, Lower - - -			Bough - - -		
Ballinacrow, Upper - - -			Ballybit, Little - - -		
Eadestown, Middle - - -			Broughillstown - - -		
Gibraltar - - -			Garrettstown - - -		
Goldenfort - - -			Maplestown - - -		
Mattymount - - -			Rahill - - -		
Saundersgrove - - -			Ricketstown - - -		
Saundersgrove Hill - - -			Ricketstown or Ballyfield - - -		
Tuckmill Hill - - -			Ricketstown, North - - -		
Tuckmill, Lower - - -			Ricketstown, South - - -		
Tuckmill, Upper - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KINGLASS—continued.			BANBRIDGE—continued.		
Boole - - -	Carlow - -	Rathvilly.	Cloghoge - - -	Armagh - -	Ballysheil.
Knockboy - - -			Corernagh - - -		
Knockevagh - - -			Corlust - - -		
Knockroe - - -			Crew-beg - - -		
Edystown - - -			Druminargal - - -		
Manavoth - - -			Mavemacullen - - -		
Mountkelly - - -			Monclone - - -		
Mountneile - - -			Mullanary - - -		
Patrickswell - - -	ditto - -	Ticknock.	Shaneglish - - -	Down - - -	Ballyward.
Rathvilly - - -			Tullymacann - - -		
Waterstown - - -			Ballyward - - -		
Barnhill - - -			Ballydrumman - - -		
Knocklishen Beg - - -			Ballymagreehan - - -		
Knocklishen More - - -			Clanmaghery - - -		
Portrushen, Lower - - -			Derryneill - - -		
Portrushen, Upper - - -			Drumlee - - -		
Ticknock - - -	ditto - -	Williamstown.	Gargarry - - -	ditto - -	Banbridge.
Winnaclash - - -			Magheramayo - - -		
Caun - - -			Ballymoney - - -		
Ballybit, Big - - -			Ballykeel - - -		
Winevagh - - -			Drumnagally - - -		
Robinstown - - -			Kilpike - - -		
Wickamine - - -			Lisnafiffy - - -		
Williamstown - - -			Balleevy - - -		
BANBRIDGE:			Ballydown - - -	ditto - -	Crossgar.
Bardbrin - - -	Down - -	Annaclone.	Ballyvally - - -		
Bughnacloy - - -			Dooghary - - -		
Ballynafern - - -			Edenderry - - -		
Ballynafoy - - -			Lisnaree - - -		
Ballynagross - - -			Tullyconnaught - - -		
Ballynanny - - -			Tullyear - - -		
Ballysheil - - -			Crossgar - - -		
Bappagh - - -			ditto - -	Ardtanagh.	Dree - - -
Bally - - -	Drin - - -				
Berryrough - - -	Moneynabane - - -				
Bisnasliggan - - -	Ballymaganlis - - -	ditto - -			Dromore.
Bullintanvally - - -	Ballymacormick - - -				
Binnis - - -	Ballyvicknacally - - -				
Bransha - - -	Ballynaris - - -				
Brybrick, Upper - - -	Drumbroneth - - -				
Ardtanagh - - -	Greenoge - - -				
Bughnaskeagh - - -	Lurganbane - - -				
Ballyreagh - - -	ditto - -		Balloolymore.	Magherabeg - - -	
Brybrick, Lower - - -		Carnew - - -			
Balloolymore - - -		Enagh - - -			
Ballooly - - -		Fedany - - -			
Bastlevannon - - -		Garvaghy - - -			
Killaney - - -		Tullinisky - - -			
Knockgorm - - -		Corbally - - -			
Shanrod - - -		Kilkinamurry - - -			
Tullyrior - - -	ditto - -	Ballybrick.	Ballynaskeagh - - -	ditto - -	Glaskermore.
Shannaghan - - -			Carrickdrumman - - -		
Aughnavalloge - - -			Creevy - - -		
Ballybrick - - -			Derrydrummuck - - -		
Ballynamagna - - -			Dromorebrague - - -		
Edenagarry - - -			Glasker-beg, East - - -		
Grallaghgreenan - - -			Glasker-beg, West - - -		
Indel - - -			Glaskermore - - -		
Lisnacreevy - - -	Armagh - -	Ballysheil.	Lisnatierny - - -		
Lisnacroppan - - -			Meenan - - -		
Lisnavaghrog - - -			Shankill - - -		
Aughlish - - -			Ballymaginaghy - - -		
Ballyvargan - - -			Benraw - - -		
Ballysheil-beg - - -			Backaderry - - -		
Ballysheil-more - - -			Legananny - - -		
			Leitrim - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BANBRIDGE—continued.			BANBRIDGE—continued.		
Ballintaggart - - -	Down - - -	{ Loughbrick- land.	Loughadian - - -	Down - - -	Scarva.
Bovennett - - -			Scarva - - -		
Brickland - - -			Ballyvarley - - -		
Caskum - - -			Drummiller - - -		
Coolnacran - - -			Ballysallagh - - -	- ditto - - -	Skeagh.
Drumnahare - - -			Drumaghadone - - -		
Drumsallagh - - -			Drummiller - - -		
Greenan - - -			Ednego - - -		
Legananny - - -			Kinallen - - -		
Lisnagonnell - - -			Skillyscolban - - -		
Ballycross - - -	Skeagh - - -				
Ballymoney - - -	Tullyglush - - -				
Corbet - - -	Tullindoney - - -	Armagh - - -	Tanderage.		
Drumneth - - -	Ballymore - - -				
Kilmacrew - - -	Cargans - - -				
Magherally - - -	Clare - - -				
Mullafernaghan - - -	Coolyhill - - -				
Tonaghmore - - -	Derryallen - - -				
Tullyrain - - -	Drumnaleg - - -				
Tullybinan - - -	Drumnaglontagh - - -				
Ballykelly - - -	Druminure - - -				
Drumnavaddy - - -	Lisbane - - -				
Tullyrain - - -	Lisnakea - - -	- ditto - - -	Tullylish.		
Ballymackilreiny - - -	Moodoge - - -				
Cloghselt - - -	Mullaghglass - - -				
Deehommed - - -	Mullantur - - -				
Drumadonnell - - -	Terryhoogan - - -				
Moneyslane - - -	Tullyhugh - - -				
Slievenaboley - - -	Annahunshigo - - -				
Maremacullen - - -	Ballyronev - - -				
Cabragh - - -	Drumdeenagh - - -				
Dinnaborra - - -	Lackan - - -				
Drumart - - -	Lisnisk - - -	Down - - -	Tirkelly.		
Drumnamether - - -	Seafin - - -				
Marlacoobeg - - -	Tirfergus - - -				
Marlacoomore - - -	Tirkelly - - -				
Moyrourkan - - -	Tirygory - - -				
Shanecrackanbeg - - -	Coose - - -				
Shanecrackan more - - -	Drumhore - - -				
Tannaghmore - - -	Drumaran - - -				
Teemore - - -	Drummiller - - -				
Ballyknock - - -	Drumnascamph - - -				
Ballylisk - - -	Kernan - - -	- ditto - - -	Tullylish.		
Brackagh - - -	Knocknagore - - -				
Cordrain - - -	Lenaderg - - -				
Cornascreeb - - -	Lisnafitty - - -				
Lisavague - - -	Loughans - - -				
Mullahead - - -	Moyallan - - -				
Mullavilly - - -	Mullabrack - - -				
Tamnaghvelton - - -	Tullylish - - -				
Tamnaghmore - - -	BANDON:				
Unshinagh - - -	Ballinadee - - -			All the Town- lands in this Union are in the County of Cork.	Ballinadee
Ballyeny - - -	Ballyvolane - - -				
Coolsallagh - - -	Cloncouse - - -				
Drumskee - - -	Kilgobbin - - -				
Edentiroory - - -	Killaneetig - - -				
Edenordinary - - -	Knocknagappul - - -				
Greenan - - -	Rathdrought - - -				
Islandderry - - -	Ballygroman, Lower - - -				
Killysorrell - - -	Ballygroman, Upper - - -				
Lisnaward - - -	Clashanaffrin - - -				
Quilly - - -	Garryhesty - - -	- - - - -	Ballygrom		
Tullymacarath - - -	Grange - - -				
Ballygowan - - -	Kilbane - - -				
Edenderry - - -	Killumney - - -				
Glenloughan - - -	Knockaneamealgulla - - -				
Lisnabrague - - -	Knockatreenane - - -				
Lisnagade - - -	Mylane - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BANDON—continued.	All the Town- lands in this Union are in the County of Cork.		BANDON—continued.	All the Town- lands in this Union are in the County of Cork.	
Castle Bernard - -			Brinny - - -		
Cancoolbeg - - -			Castlenalact - - -		
Cancoolmore - - -			Clashanimud - - -		
Carravarahane - - -			Finnis - - -		
Caggan - - -			Garrybankard - - -		
Cully - - -			Kilmore - - -		
Curteen - - -			Kilnagnady - - -		
Hillmountain - - -			Kilpatrick - - -		
Knockagarrane - - -			Moneen - - -		
Knockaveale - - -	- - -	Ballymodan.	Rockfort - - -		Brinny.
Leelon - - -					
Loundhill - - -					
Orravreeda, East - -			Cappaknockane - - -		
Orravreeda, West - -			Cashelbeg - - -		
Shashfree - - -			Cashelcommons - - -		
Logheenavodig - - -			Cashelmore - - -		
Loughmacsimon - - -			Kilcolman - - -		Cashel.
Larranbeg - - -			Kilcolmanpark - - -		
Knockanreagh - - -			Knocknagallagh - - -		
Lissaphooca - - -			Moneens - - -		
Loanarone - - -					
Annaghmore - - -	- - -	Ballymurphy.	Ardnaclug - - -		
Ballyhandle - - -			Ballycoghlan - - -		
Ballymurphy, North - -			Ballylangley - - -		
Ballymurphy, South - -			Barna - - -		
Curra - - -			Carrigcannon - - -		
Dunkereen - - -			Clouracaun - - -		
Killeen - - -			Coolmoreen - - -		
Lissagroone - - -			Crosses - - -		
Lissanisky - - -			Curraghnure - - -		Inishannon.
			Dromkeen - - -		
Baurleigh - - -	- - -	Baurleigh.	Farnahoe - - -		
Cripplehill - - -			Farranagow - - -		
Cripplehill - - -			Killountane - - -		
Danganbeg - - -			Knockmullane - - -		
Danganmore - - -			Laherfineen - - -		
Knockbrown - - -			Rathnaruogy - - -		
Knockbrown - - -			Skevanish - - -		
Killanamaul - - -					
Maulmane - - -			Aherla Beg - - -		
Maulskinlahane - - -			Aherla More - - -		
	- - -	Bengour.	Curragheenbrien - - -		Kilbonane.
Belrose, Lower - - -			Kilbonane - - -		
Belrose, Upper - - -			Kilcrea - - -		
Bengour, West - - -			Knockaneleigh - - -		
Farranmareen - - -			Knockawaddra - - -		
Killaneer - - -			Knocknahilan - - -		
Laravootta - - -			Rathard - - -		
Lissarourke - - -			Rathculleen - - -		
Rushfield - - -			Rearour - - -		
			Scart, Upper - - -		
	- - -	Boulteen.	Ballybeg - - -		Kilbrittain.
Aghyohilbeg - - -			Ballymore - - -		
Aghyohilmore - - -			Baltinakin - - -		
Ardkitt, East - - -			Coolshinagh - - -		
Ardkitt, West - - -			Garraneheen - - -		
Boulteen - - -			Glanduff - - -		
Breaghna - - -			Kilbrittain - - -		
Carrigroe - - -			Knoppoge - - -		
Drombofinny - - -			Shanakill - - -		
Farrannasheshery - - -					
Garranelahan - - -	- - -	Boulteen.	Callatrim - - -		Kilbrogan.
Kilnameela - - -			Carhoon, East - - -		
Kilrush - - -			Carhoon, West - - -		
Knockmacool - - -			Coolfadda - - -		
Knocknastooka - - -			Curryclough - - -		
Lisnacuna - - -			Derrycool - - -		
Maulbrack, East - - -			Gurteen - - -		
Maulbrack, West - - -			Kilbeg, North - - -		
Maulnarouga, North - -			Kilbeg, South - - -		
Maulnarouga, South - -			Killowen - - -		
Tullymurrihy - - -			Kilbrogan - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BANDON -- continued.			BANDON -- continued.		
Knockbrogan - - -	All the Town- lands in this Union are in the County of Cork.	Kilbrogan.	Clooncallamore - - -	All the Town- lands in this Union are in the County of Cork.	Rathelarin.
Laragh - - -			Cloonderreen - - -		
Lisbanree - - -			Farranagark - - -		
Littlesilver - - -			Garryndruig - - -		
Mallowgaton - - -			Kilshinahan - - -		
Mawbeg, East - - -			Lisheenaleen - - -		
Mawbeg, West - - -					
Mawmore, East - - -			Castlelands - - -		
Mawmore, West - - -			Derrigra - - -		
Mishells - - -			Dromavane - - -		
Roughgrove, East - - -			Kilnacranagh, East - - -		
Roughgrove, West - - -			Kilnacranagh, West - - -		
Shinagh - - -			Murragh - - -		
Tullyglass - - -			Palaceanne - - -		
	Ranaviddoge - - -				
Ballincourneenig - - -	Teadies, Lower - - -				
Ballymountain - - -	Teadies, Upper - - -				
Belrose - - -	Tullyglass - - -				
Garranewaterig - - -					
Kill - - -					
Knockaphreaghane - - -					
Raheen - - -					
Russelhill - - -					
Tuocusheen - - -					
Knocknacurra - - -	- - - - -	Knockavilly.	Boggra - - -	- - - - -	Teadies.
Ratharoon, East - - -			Carrigafroca - - -		
Ratharoon, West - - -			Castlenalact - - -		
Tullyland - - -			Commons - - -		
Tullyland - - -			Curravordy - - -		
Ballymountain - - -			Farranhavane - - -		
Cloghane - - -			Garranes - - -		
Kildarra - - -			Kilbarry - - -		
Kilmarcimon - - -			Knockadooma - - -		
Knockroe - - -			Lisnagat - - -		
Rockhouse - - -			Moneen - - -		
			Moskeagh - - -		
			Mossgrove - - -		
			Scariff - - -		
	Scartnamuck - - -				
	Shanacloyne - - -				
Ballingilly - - -	- - - - -	Knockroe.		- - - - -	Templemartin.
Bellmount, Lower - - -					
Bellmount, Upper - - -					
Carrigeen - - -					
Castlemore - - -					
Cloghduff - - -					
Commons - - -					
Coolmucky - - -					
Farnanes - - -					
Farranduff - - -					
Garraneleigh - - -					
Garranemuddagle - - -					
Inchirahilly - - -					
Kilbrenan - - -					
Kilcondy - - -					
Knockaneroe - - -					
Knockshanawee - - -					
Parkmore - - -					
Rathfelane - - -					
Ryecourt - - -					
Scart, Lower - - -					
Warrensgrove - - -					
Bengour, East - - -	- - - - -	Knockkroe.		- - - - -	Templemartin.
Coolanagh - - -					
Courtleigh - - -					
Farranalough - - -					
Farranthomas - - -					
Newcestown - - -					
Ardacrow - - -	- - - - -	Moviddy.		- - - - -	Ahil.
Barleyfield - - -					
Ballycatten - - -					
Burren - - -					
Clooncallabeg - - -					
	- - - - -	Murragh.		- - - - -	Ahil.
	- - - - -	Rathelarin.		- - - - -	Bantry.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BANTRY—continued.	All the Town- lands in this Union are in the County of Cork.	Glengarriff.	BANTRY—continued.	All the Town- lands in this Union are in the County of Cork.	
Inchinagoum - - -			Ardrah - - -		
Iskanafeelna - - -			Ardsbeg - - -		
Kealanile - - -			Ardsmore, East - - -		
Mill, Big - - -			Ardsmore, West - - -		
Mill, Little - - -			Cloonygormian - - -		Mealagh.
Reenadisert - - -		Kealkil.	Coomanore, North - - -		
Snave - - -			Coomanore, South - - -		
Trawnamaddree - - -			Coomleagh, East - - -		
Five small Islands - - -			Coomleagh, West - - -		
			Derreenkealig - - -		
			Derryarkane - - -		
Breenybeg - - -			Dromclogh, East - - -		
Breenymore - - -			Dromclogh, West - - -		
Cahermoanteen - - -			Dromsullivan, North - - -		
Carriganass - - -			Dromsullivan, South - - -		
Cousane - - -			Glanareagh - - -		
Dromanassa - - -			Glanbannoo, Lower - - -		
Dromlickacree - - -			Glanbannoo, Upper - - -		
Gearagh - - -			Gortnacorvly - - -		
Glanycarney - - -			Laharanshermeen - - -		
Kealkill - - -			Maularaha - - -		
Lisheen - - -			Maulikeeve - - -		
Maughanaclea - - -			Tooreen, South - - -		
		Kilcaskan.	Aghagoohen - - -		Scart.
Bocarnagh - - -			Ardrah - - -		
Canrooska - - -			Baurgorm - - -		
Cappyaughna - - -			Caherogullane - - -		
Carrigrour - - -			Cloonee - - -		
Coolieragh - - -			Derreengreanagh - - -		
Coomarkane - - -			Derryvahalla - - -		
Coonane - - -			Glanlough - - -		
Coorannel - - -			Gortacloona - - -		
Crossterry, East - - -			Keelnascarta - - -		
Crossterry, West - - -			Letterlicky, East - - -		
Currakeal - - -			Letterlicky, Middle - - -		
Currakillane - - -			Letterlicky, West - - -		
Derreenagarig - - -			Maulinward - - -		
Derreenavroolig - - -			Parkane - - -		
Derreenboy, Lower - - -			Scartbaun - - -		
Derreenboy, Upper - - -					Seefin.
Derreennagough - - -			Ardahill - - -		
Derryconnery - - -			Ardenenig - - -		
Derrynafula - - -			Carravilleen - - -		
Doorus - - -			Derrycluvane - - -		
Dromderaowen - - -			Dromnea - - -		
Dromdour - - -			Farranamanagh - - -		
Drumaclarig - - -			Faunmore - - -		
Esknamucky - - -			Glanalin - - -		
Furkeal - - -			Gortealish - - -		
Garinish - - -			Gortnakilly - - -		
Glengarriff - - -			Gouladoo - - -		
Gortroe, Lower - - -			Knockeens - - -		
Gortroe, Upper - - -			Maulnaskehy - - -		
Inchintaggart - - -			Pointabulloge - - -		
Lickeen, East - - -			Raferigeen - - -		
Lickeen, West - - -			Rosskerrig - - -		
Loughavaul - - -			Rosskerrig Mountain - - -		
Lyre - - -		Sheepshea	Aughaleiguebeg - - -		
Monteensudder - - -			Aughaleiguemore - - -		
Muccurragh - - -			Ballyieragh - - -		
Reenmeen, East - - -			Ballynatra - - -		
Reenmeen, West - - -			Ballyroon - - -		
Rosnagrena - - -			Ballyroon Mountain - - -		
Rossnahunsoge - - -			Caher - - -		
Rougham - - -			Cahergal - - -		
Shrone - - -			Cahermountain - - -		
Shekil - - -			Caherurlagh - - -		
Toreen - - -			Caherurlagh Mountain, North - - -		
Tracashel - - -			Caherurlagh Mountain, South - - -		
Youngfield - - -			Clash - - -		
Thirty-two small Islands					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>TRY—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>BAWNBOY—continued.</i>		
Booneen - - -	- - -	Sheepshad.	Drumgownagh - - -	Leitrim - - -	Cloverhill.
Skraha - - -			Greaghnaught - - -		
Shanroon - - -			Killycreevagh - - -		
Portavallig - - -			Kiltyhugh - - -		
Glilerothane - - -			Leckan - - -		
Gilleen, North - - -			Lisgruddy - - -		
Gilleen, South - - -			Lislahy - - -		
Knockroe - - -			Lisroughy - - -		
Maharandota - - -			Lissacarn - - -		
Maharandota Mountain - - -			Mullnavannoge - - -		
Letter, East - - -			Sradrinan - - -		
Letter, Lower - - -			Sraloaghan - - -		
Letter, West - - -			Stroke - - -		
Letter Mountain - - -					
Teagh - - -					
Booreens - - -					
Chapel Island - - -	- - -	Whiddy.	Arderry - - -	- ditto - - -	Corrala.
Chapel Island, Little - - -			Aghalough - - -		
Close - - -			Corrala - - -		
Crowkingle - - -			Corrawaleen - - -		
Gurraghy - - -			Crockeen - - -		
Hog Island - - -			Doochorran - - -		
Horse Island - - -			Drumloona - - -		
Kilmore - - -			Drumbrick - - -		
Lonsycastle Island - - -			Drumconlevan - - -		
Rabbit Island - - -			Drumminshingore - - -		
Reenaknock - - -			Drumshangore - - -		
Reenavanny - - -			Gortachooish - - -		
Trawnahaha - - -			Killameen - - -		
			Killerin - - -		
			Mullaghmore - - -		
			Toome - - -		
<i>WNBOY:</i>					
Aghadark - - -	Leitrim - - -	Ballinamore.	Ardunsaghan - - -	- ditto - - -	{ Drumreilly, North.
Aghatawny, Lower - - -			Carrickmakeegan - - -		
Aghatawny, Upper - - -			Cuilmore - - -		
Aghaleague - - -			Derrygoan - - -		
Ardrum - - -			Drumcoura - - -		
Callowhill - - -			Drumlea - - -		
Cannaboe - - -			Mullaghboy - - -		
Castlerogy - - -					
Cornacreegh - - -			Aghoo - - -		
Creevy - - -			Aghoo, East - - -		
Drumany - - -			Aghoo, West - - -		
Fohera - - -			Corgloghan - - -		
Killadough - - -			Corrachole - - -		
Killaglasheen - - -			Corralahan - - -		
Killaneen - - -			Durraghatawy - - -		
Kiltymoodan - - -	- ditto - - -	Cloverhill.	Drumany - - -	- ditto - - -	{ Drumreilly, South.
Kiltygerry - - -			Drumdiffer - - -		
Liscuilfea - - -			Gubs - - -		
Longstones - - -			Keenheen - - -		
Mayo - - -			Sranadarragh - - -		
Moher - - -			Whiterock - - -		
Oughteragh - - -					
Stradermot - - -			Aghawillin - - -		
Tomloskan - - -			Aghyowla - - -		
Tully - - -			Ardmeenah - - -		
Tullyoscar - - -			Boeshill - - -		
			Bolganard - - -		
Clogher - - -			Cleendargan - - -		
Cloverhill, or Corglass - - -			Cleenaghoo - - -		
Coragh - - -	- ditto - - -	Cloverhill.	Corduff - - -	- ditto - - -	Garadice.
Cornagh - - -			Corgar - - -		
Cornacreeve - - -			Corramahan - - -		
Corraleehan - - -			Crockawaddy - - -		
Curraghnawall - - -			Cully - - -		
Derradda - - -			Curraghashillaun - - -		
Derrinivver - - -			Dromore - - -		
Drumahira - - -			Drumarigna - - -		
Drumbrick - - -			Drumcullion - - -		
Dromeroman - - -			Drumlonan - - -		
Drumderg - - -			Drumreilly - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BAWNBOY—continued.			BAWNBOY—continued.		
Garadice - - -	Leitrim - -	Garadice.	Cornacreeve - - -	Leitrim - -	Oughteragh
Glebe - - -			Cornageeragh - - -		
Glennanbeg - - -			Crumlin - - -		
Glennanbeg - - -			Curraghnabannia - - -		
Glennanmore - - -			Dernaheltymore - - -		
Kildorragh - - -			Dernasmallan - - -		
Killaphort - - -			Derrinkeker - - -		
Kilnacreevy - - -			Derrinkeker - - -		
Kilrush - - -			Drumbad - - -		
Knockanroe - - -			Kilnamaddyroe - - -		
Knocks - - -			Prabagh - - -		
Lahard - - -	- ditto - -	Greaghglass.	Unshinagh - - -		
Leganamer - - -			Altakeeran - - -		
Lisnatullagh - - -			Ballynameeltoge - - -		
Aghlin - - -			Gubnaveagh - - -		
Boggaun - - -			Knockacullion - - -		
Cornabroher - - -			Pottore - - -		
Corrabeeagher - - -			Seltanahunshin - - -		
Corramartin - - -			Stralongford - - -		
Dernaheltymbeg - - -			Tullylackanbeg - - -		
Derrinkeher - - -			Tullylackanmore - - -		
Derrynawana - - -			Tullywana - - -		
Drumbibe - - -	- ditto - -	Killygar.	Agharaskilly - - -	Cavan - -	Ballyconne
Drumdartan Glebe - - -			Annagh - - -		
Drumkeen - - -			Aughrim - - -		
Drumrackan - - -			Carrowmore - - -		
Greaghglass - - -			Cavanagh - - -		
Greaghrevaghbeg - - -			Corranierna - - -		
Greaghrevaghmore Glebe - - -			Corraquill - - -		
Kiltybardan - - -			Crossmakelagher - - -		
Miskaun Glebe - - -			Cuillaghan - - -		
Mulnasillagh - - -			Cullyleenan - - -		
Multynashinnagh - - -			Derryginny - - -		
Annagh - - -	- ditto - -	Newtowngore.	Doon - - -		
Ballynamony - - -			Gortawee, or Scotchtown - - -		
Corglass - - -			Gortoorlan - - -		
Corrarcar - - -			Lecharrownahone - - -		
Cullen and Brownhill - - -			Moher - - -		
Curraghaboy - - -			Mucklagh - - -		
Drumanure - - -			Mullaghduff - - -		
Drumercross - - -			Mullanacre, Lower - - -		
Drumergoole - - -			Mullanacre, Upper - - -		
Drumhalry - - -			Rakeelan - - -		
Druminuff - - -			Snugborough - - -		
Drumleevan - - -	- ditto - -	Newtowngore.	Sralahan, or the Common - - -		
Killygar - - -			Ballymagauran - - -	- ditto - -	Ballymaga
Kilnamarve - - -			Ballymagirril - - -		
Laheen - - -			Bellaleenan - - -		
Longfield - - -			Boley - - -		
Unshinagh - - -			Camagh - - -		
Aghaleague - - -			Cornagunleog - - -		
Carrickatean - - -			Derryragh - - -		
Cherry Island - - -			Drumlaydan - - -		
Church Island - - -			Gortaclogher - - -		
Cloonboygher - - -			Gorteen - - -		
Clooncose - - -			Gortnaleek - - -		
Crane Island - - -	- ditto - -	Newtowngore.	Greagh - - -		
Derrylaban - - -			Killymoriarty - - -		
Derryniggin - - -			Killyran - - -		
Drumeela - - -			Killywillin - - -		
Drummucker - - -			Kilnavert - - -		
Keelrin - - -			Porturlan - - -		
Keelrin - - -			Roy - - -		
Killydrum - - -			Rosehill - - -		
Lugnagon - - -			Sruhagh - - -		
Mullyaster - - -			Stranadarragh - - -		
Newtowngore - - -			Torreva - - -		
Tully, North - - -					
Woodford Demesne - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Bawnboy—continued.</i>			<i>Bawnboy—continued.</i>		
Ballynamaddoo - -	Cavan - -	Bawnboy.	Kilnacross - - -	Cavan - -	Carn.
Bawnboy - - -			Killygreagh - - -		
Brackley - - -			Listiernan - - -		
Carrick, East - - -			Mullynagolman - - -		
Concurkney - - -			Slievebrickan - - -		
Cloneary - - -				ditto - -	Diamond.
Clontycarnaghan - -			Aghnacreevy - - -		
Cor - - -			Drumbinnis - - -		
Corboy Glebe - - -			Drumcanon - - -		
Corneen - - -			Drumcartagh or Diamond		
Corrasmongan - - -			Hill - - -		
Derrymoney - - -			Drumgoohy - - -		
Erraran - - -			Druminiskill - - -		
Gortnacargy - - -			Drumlarah - - -		
Gortnavreeghan - - -			Drummany - - -		
Gowlagh, North - - -			Drumminnion - - -		
Gowlagh, South - - -			Evlaghmore - - -		
Keenagh - - -			Keilagh - - -		
Kildoagh - - -			Mackan - - -		
Killyerin - - -			Makief - - -		
Killyneary - - -			Mullaghdoo - - -		
Killywaum - - -					
Kilsallagh - - -			Cornahaia - - -		ditto - -
Kilsob - - -			Cornasker - - -		
Lakefield - - -			Derrinlester - - -		
Moherloob - - -			Doogary - - -		
Muinaghan - - -			Evlaghbeg - - -		
Mullaghlea - - -			Greaghacholea, or Cor-		
Mullaghmore - - -			aghmuck - - -		
Munlough, North - - -			Killygorman - - -		
Munlough, South - - -			Ned - - -		
Newtown - - -			Raleagh - - -		
Owengallees - - -			Tonaloy - - -		
Port - - -			Tullynabehermy - - -		
Tiernawannagh - - -					
			Aghaboy - - -		
Altateskin - - -	ditto - -	Benbrack.	Altebrean - - -		
Alterock - - -			Binkeeragh - - -		
Altnadarragh - - -			Commas - - -		
Ardmoneen - - -			Cornalon - - -		
Corraleehanbeg - - -			Derryrealt - - -		
Doon - - -			Drumboory - - -		
Garryfliugh - - -			Drumcanon - - -		
Gowlan - - -			Drumcar - - -		
Greaghnadooney - - -			Drumcask - - -		ditto - -
Knockfin - - -			Drumcullion - - -		
Launanerriaght - - -			Gorteennaglogh - - -		
Moher - - -			Gubnafarna - - -		
Tollynaconsod - - -			Gubrawully - - -		
Tullyveela - - -			Gubrimaddera - - -		
			Knockranny - - -		
			Knockroe - - -		
			Sralahan - - -		
			Tullydermot - - -		
			Bellaheady, or Rossbressal		
			Bofealan - - -		
			Burren - - -		
			Cavanaquill - - -		
			Coologe - - -		
			Cormeen - - -		
			Corran - - -		
			Derrycassan - - -		
			Drumane - - -		ditto - -
			Killarah - - -		
			Killycluggin - - -		
			Killynaff - - -		
			Lissanover - - -		
			Toberlyan - - -		
			Toberlyan Duffin - - -		
			Tonyhallagh - - -		
			Tonyrevan - - -		
			Urhannagh - - -		
Aghaveenagh - - -	ditto - -	Carn.			
Ardlougher - - -					
Callaghs - - -					
Claragh - - -					
Clonkeen - - -					
Clontygrigny - - -					
Cornacrum - - -					
Dring - - -					
Kiltynaskellan - - -					
Mullaghmore - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>FAST—continued.</i>			<i>BELMULLET—continued.</i>	All the Town-	
Ballybeen - - -	Down - - -	Dundonald.	Aghadoon - - -	lands in this	
Ballyregan - - -			Annagh - - -	Union are in	
Ballymiscaw - - -			Ardmore - - -	the County of	
Barrowreagh - - -			Ardmore Point - - -	Mayo.	
Church Quarter - - -			Ardowen - - -		
Bunlady - - -	Antrim - - -	Greencastle.	Ardowen Common - - -		
Billeen - - -			Aughernagalliagh - - -		
Ballyaghagan - - -			Ballymacsherron - - -		
Ballysillan, Lower - - -			Binghamstown - - -		
Greencastle - - -			Carn (Fowler) - - -		
Lowwood - - -	Down - - -	Holywood.	Carn (Nash) - - -		
Old Park - - -			Clooneen - - -		
Keegoneill - - -			Corclogh (Parish of Kil-		
Ballymenagh - - -			more) - - -		
Ballykeel - - -			Cross (Wallace), East - - -		
Ballycultraw - - -	Antrim - - -	Whitehouse.	Cross (Wallace), West - - -		
Ballygrainey - - -			Curraghboy - - -		
Ballydavey - - -			Emlybeg, Kyle - - -		
Ballyrobert - - -			Emlybeg, North - - -		
Braigavad - - -			Emlybeg, South - - -		
Ballywood - - -	Antrim - - -	Whitehouse.	Emlycass - - -		
Ballygolan - - -			Gladree - - -		
Broughfern - - -			Glebe (Parish of Kilmore)		
Drumnadrough - - -			Gortbrack - - -		
Dunannev - - -			Macecrump - - -		
Jordanstown - - -	All the Town-	lands in this	Macecrump Common - - -		
Monkstown - - -			Termoncarragh - - -		
White Abbey - - -			Tonamace - - -		
White House - - -			Tonamace Common - - -		
			Tonmore - - -		
BELMULLET:	All the Town-	lands in this	Eagle Island - - -		
Attavally - - -			Two small Islands - - -		
Ballybeg (Parish of Kil-			Aghlean - - -		
common) - - -			Barrack, North - - -		
Bangor - - -			Barrack, South - - -		
Bellanumera - - -	Bangor.	Bangor.	Barranagh, East - - -		
Bloontakilla - - -			Barranagh, West - - -		
Broaghaun - - -			Barranagh Island - - -		
Benadurtaun - - -			Barrettsplot, East - - -		
Buingnahalloona - - -			Barrettsplot, West - - -		
Buingnanarnad - - -	Barroosky.	Barroosky.	Cartron - - -		
Brahanarry - - -			Cartrongilbert - - -		
Brahgraddy - - -			Clogher - - -		
Bawnanasool - - -			Cross (Boyd) - - -		
One small Island - - -			Crosscommon - - -		
Baralty - - -	Barroosky.	Barroosky.	Divish - - -		
Barroosky - - -			Drum - - -		
Bunalty - - -			Drumacappul - - -		
Bregganmore - - -			Drumreagh - - -		
Bortleatilla - - -			Duvillaunmore - - -		
Benarevagh - - -	Belmullet.	Belmullet.	Duvillaunbeg - - -		
Boolboy - - -			Elly - - -		
Brahnaplaca - - -			Fallmore - - -		
Bhaglasheen - - -			Gaghta - - -		
Batticonau - - -			Inishglora - - -		
Ballyglass (Parish of Kil-	Belmullet.	Belmullet.	Inishkeera, North and		
more) - - -			South - - -		
Bartrauve - - -			Inishkea, North - - -		
Belmullet - - -			Inishkea, South - - -		
Corclogh (Parish of Kil-			Leam - - -		
common) - - -	Belmullet.	Belmullet.	Leamareha - - -		
Blenlara - - -			Letterbeg - - -		
Bortaneden - - -			Lurgacloy - - -		
Knocknalina - - -			Manraghrory - - -		
Knockshambo - - -			Mullaghroe - - -		
Moyrahan - - -	Belmullet.	Belmullet.	Nakil, or Surgeview - - -		
Collacappul - - -			Newtown - - -		
Chanaghy (Parish of Kilmore).			Rinanagh - - -		
Callagh - - -			Rusheen - - -		
Coorglass - - -			Termon - - -		
Three small Islands - - -			Tiraun - - -		
			Black Rock - - -		
			Six small Islands - - -		

Binghamstown,
North.Binghamstown,
South.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
BELMULLET—continued.	All the Town- lands in this Union are in the County of Mayo.	Glenamoy.	BELMULLET—continued.	All the Town- lands in this Union are in the County of Mayo.	Muingnabo.
Bellagelly, North - -			Glinsk - - -		
Bellagelly, South - -			Laghtmurrageha - -		
Glencullin, Lower - -			Muingnabo - - -		
Glenturkmore - - -			Owenanirragh - - -		
Glenturkbeg - - -			Porturlin - - -		
Muingingaun - - -			Rosdoagh - - -		
			Srahataggie - - -		
			Seven small Islands - -		
Alt - - -		Glencastle.	Carrowmore (Parish of Kilcommon) - - -		Muings.
Bunnawillin - - -			Crinnish - - -		
Bunnahowen - - -			Derreens - - -		
Carrowkeel (Parish of Kil- common) - - -			Ederglen - - -		
Derrycorrib - - -			Fauleens - - -		
Derrynamel - - -			Muings - - -		
Glencastle - - -			Pollagarran - - -		
Loughnahelly - - -			Rathinorgan - - -		
Muingmore - - -			Rinnashinnagh - - -		
Srah - - -			Srahataggie, South - -		
One small Island - -			Four small Islands - -		
Altnabrocky - - -		Glenco.	Doohooma - - -		Rathhill.
Briska - - -			Doolough - - -		
Bellacorick - - -			Dooyork - - -		
Kilsallagh - - -			Gweesalia - - -		
Larganmore - - -			Roy - - -		
Larganbeg - - -			Tullaghanbaun - - -		
Muingaghel - - -			Tullaghanduff - - -		
Sheean - - -			One small Island - -		
Tarsaghaunmore - - -					
Tawnaghmore (Parish of Kilcommon) - - -			Glencullen, Upper - -		Sheskin.
Uggool - - -			Sheskin - - -		
			Srahnakilly - - -		
Ballina (Parish of Kil- common) - - -			BORRISOKANE:		
Darraragh - - -			Ballinruddery - - -		
Drumanaffrin - - -		Goolamore.	Ballycormuck - - -	All the Town- lands in this Union are in the County of Tipperary.	
Goolamore - - -			Ballyhaugh - - -		
Gortmore - - -			Ballymassy - - -		
Kilteany - - -			Ballymassy, Little - -		
Rosnagleragh - - -			Ballyspellane, North -		
Srahmore - - -			Cappanamuck - - -		
Tristia - - -			Cloghleigh - - -		
Tullaghaunnashammer -			Cloonawillin - - -		
Four small Islands - -			Clooneska - - -		
			Dary - - -		
Carrownaglogh - - -			Drum - - -		
Carrowteige - - -			Fortmoy - - -		
Curraunboy - - -		Knockadaff.	Garrybaun - - -		Aglisheclough.
Garterhill - - -			Gortnagraun - - -		
Kilgalligan - - -			Gortnahulla - - -		
Portacloy - - -			Kilcommon - - -		
Five small Islands - -			Kilfadda - - -		
			Kylebeg - - -		
Aghoos - - -			Lackabrack - - -		
Barnacuillev - - -			Lisduff - - -		
Bellanaboy - - -			Lisheen - - -		
Carnhill - - -			Lisheen - - -		
Dooncarton, or Glengad -			Lisheenboy - - -		
Faulagh - - -			Loughaun - - -		
Graghil - - -			Milford - - -		
Gortbrack, North - - -			Munlusk - - -		
Gortmellia - - -			Munnia - - -		
Inver - - -		Knocknalower.	Arraghbeg - - -		Ballinagarry.
Knocknalower - - -			Ballinagarry - - -		
Kilcommon, or Pollator- nish - - -			Ballylina - - -		
Muingerroon, North - -			Ballylina, East - - -		
Muingerroon, South - -			Ballylina, West - - -		
			Ballymona - - -		
			Ballynahinch - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BORRISOKANE— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		BORRISOKANE— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Boston - - -			Coolnagrower - - -		
Carriack - - -			Coolnamunna - - -		
Creeragh - - -			Cowbaun - - -		
Creeragh - - -			Garraun - - -		
Derreen - - -			Gortavalla - - -		
Druminure - - -			Islandwood - - -		
Farrane - - -			Knockanacree - - -		
Gortinangle - - -			Kyleashinnaun - - -	- - -	CloghJordan.
Gurteen - - -			Loughaun - - -		
Gurteen - - -			Mullenkeagh - - -		
Kilcunnahinbeg - - -			Newtown (Guest) - - -		
Kilcunnahinmore - - -			Newtown (Hodgins) - - -		
Knockshigowna - - -	- - -	Ballingarry.	Oxpark - - -		
Lisbryan - - -			Stonyacre - - -		
Lisbryan - - -			Townfields - - -		
Lismacrory - - -					
Lismaline - - -			Bunnadober - - -		
Lisnagower - - -			Carneybeg - - -		
Lissadona - - -			Carneybrack - - -		
Quakerstown - - -			Carney Castle - - -		
Rahinane - - -			Carneywoodlands - - -		
Rahinane - - -			Cloghprior - - -		
Sopwell - - -			Drummond - - -		
Springpark - - -			Frolick - - -		
Whitehall - - -			Garranacleary - - -		
			Johnstown - - -	- - -	Cloghprior.
Ballycappie - - -			Knockanacartan - - -		
Ballycappie Wood - - -			Parkboy - - -		
Ballylusk - - -			Priorpark - - -		
Barnagouloge - - -			Rahone - - -		
Corrowle - - -			Shanavally - - -		
Clermont - - -			Springmount - - -		
Coolagorane, Lower - - -			Urra - - -		
Coolagorane, Upper - - -			Woodpark - - -		
Coolderry - - -			Ten small Islands - - -		
Corravally - - -					
Derrynasling - - -	- - -	Ballylusk.	Ballyfinboy - - -		
Drumroe - - -			Ballynamona - - -		
Farranmacbrien - - -			Bellgrove - - -		
Graigie - - -			Bellpark - - -		
Graigie - - -			Boherleigh - - -		
Graigie, Lower - - -			Commons of Carney - - -		
Graigie, Upper - - -			Curraghmore - - -		
Kyle - - -			Derries - - -		
Lisgarrieff - - -			Gorteen - - -		
Lisnasoolmoy - - -			Graigillane - - -	- - -	Finnoc.
Ringroe - - -			Greenlane - - -		
Whitstone - - -			Kyleomadaun, East - - -		
Willsborough - - -			Kyleomadaun, West - - -		
			Oldcourt - - -		
Ballyhadan - - -			Rodeen, Lower - - -		
Crotta - - -			Rodeen, Upper - - -		
Feebeg - - -			Shesherahscanlan - - -		
Feemore - - -			Springfield - - -		
Gaulross - - -			Springfield Glebe - - -		
Greyfort - - -			Sragh - - -		
Killavalla - - -					
Killeen - - -	- - -	Borrisokane.	Annagh - - -		
Kyleonermody - - -			Ballinagross - - -		
Kyletombrickane - - -			Ballinderry - - -		
Liskinlahan - - -			Ballinderry - - -		
Lisleighbeg - - -			Ballycolliton - - -		
Rathmore - - -			Ballyquinlevan, Lower - - -		
Shesherahmore - - -			Ballyquinlevan, Upper - - -		
Tombrickane - - -			Ballyscanlan - - -		
			Bellevue - - -	- - -	Kilbarron.
Ballyhasty - - -			Bounla Island - - -		
Ballysteena - - -			Bounla Island - - -		
Behanore (Hawkshaw) - - -			Brockagh - - -		
Behanore, Smith - - -			Brookfield - - -		
Burntwood, Big - - -	- - -	CloghJordan.	Brieneys Island - - -		
Burntwood, Little - - -			Cameron - - -		
Cappakilleen - - -			Carriack - - -		
CloghJordan Park - - -			Carrigagowan, North - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LE—continued.			BOYLE—continued.		
rhabeby - - -	Roscommon	Altagowlan.	Ardglass - - -	Roscommon	Croghan.
agowlan - - -			Ardmore - - -		
ddaun - - -			Bunreagh - - -		
agahacorra - - -			Carrigeencarragh - - -		
agahnaglogh - - -			Cavetown, or Ballynahooagh - - -		
over, Lower - - -			Cloonshaghan - - -		
over, Upper - - -			Croghan - - -		
allynuhaw - - -			Derrylow - - -		
derford - - -			Enagh - - -		
arrowbaun - - -			Faus - - -		
shel - - -	Farranagalliagh - - -	Roscommon	Croghan.		
agahnageeragh - - -	Gloria - - -				
ibbarudda - - -	Killappoge - - -				
lmacroy - - -	Knocknafushoga - - -				
sseevin - - -	Lisdaly - - -				
arraga - - -	Lugnashammer - - -				
allyformoyle - - -	Rinn - - -				
hy - - -	Treanagry - - -				
eanletter - - -	Treanamarly - - -				
erreenadouglass - - -	Aghoo - - -			ditto	Crossna.
erreenargan - - -	Barcullin - - -				
oogary - - -	Blackfallow - - -				
ostragh - - -	Bridgecartron, or Derry- cassel - - -				
ghnagrange - - -	Cartron - - -				
rdcorcoran - - -	Cornagrea - - -				
allinphuill - - -	Cornamucklagh - - -				
allytrasna - - -	Corratrench - - -				
ellspark - - -	Corderry - - -				
ashelfinoge, or Lugna- muddagh - - -	Cortrasna - - -				
arrickmore - - -	Crooderry - - -	ditto	Crossna.		
opse - - -	Crossna - - -				
eerpark - - -	Cuiltaboolia - - -				
emesne - - -	Derreenacoosan - - -				
rris - - -	Derreenanarry - - -				
vikeens - - -	Derreenasalt - - -				
arrow - - -	Derreenaseer - - -				
lebe - - -	Derreenatawy - - -				
rangebeg - - -	Derreendoey - - -				
reatmeadow - - -	Derreenine - - -				
nockadoobrusna - - -	Derryherk - - -	ditto	Estersnow.		
nocknashee - - -	Kilfaughna - - -				
etfordspark - - -	Knockadrehid - - -				
owparks - - -	Lyonstown - - -				
loemoyne - - -	Mountprospect - - -				
heegorey - - -	Woodfield - - -				
pa - - -	Ardcolagh - - -				
awnytaskin - - -	Ballinvoher - - -				
ermon - - -	Camlin - - -				
Varren, or Drum - - -	Carkfree - - -				
Nine small Islands - - -	Carrowkeel - - -	ditto	Estersnow.		
ardmoyle - - -	Carrownagappul - - -				
allinvoher - - -	Cornaveagh - - -				
Behy - - -	Finisclin - - -				
Carrowkeel - - -	Granny - - -				
Cloonacarrow - - -	Tullaghan - - -				
Clooneen - - -	Annagh - - -			ditto	Kealew.
Cloonmacmullan - - -	Carriknashee - - -				
Derrycoagh - - -	Carrowbeg - - -				
Emlagh - - -	Carrowmore - - -				
Grangemore - - -	Carrownanalt - - -				
Killerdoo - - -	Cartronaglogh - - -				
Kilnamanagh - - -	Castletenison Demesne - - -				
Kingsland - - -	Churchacres - - -				
Portnacrinnaught - - -	Clooneruffer - - -				
Runnaroddan - - -	Cross Hill - - -				
Tonroe, or Green - - -	Cultygower - - -	ditto	Kealew.		
Tonroe, or Feenagh - - -	Curraghnafoley - - -				
Tournagee - - -	Derreenahinch - - -				
Two small Islands - - -	Derreenavoggy - - -				
Annagh - - -	Drumdaff - - -				
Derrinatullan Island - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
BOYLE—continued.			BOYLE—continued.			
Glebe - - -	Roscommon	Keadew.	Kilmacumsey - - -	Roscommon	Lisgarve.	
Keadew, East - - -			Kilnamryall - - -			
Keadew, West - - -			Lisgarve - - -			
Kilgarve - - -			Lismacool - - -			
Kilronan Mountain - - -			Lisnaboll - - -			
Knockranny - - -			Runnaroddaun - - -			
Leiterra - - -			Skeanavart - - -			
Lurgaboy - - -			Stonepark - - -			
Mullaghslusky - - -			Teernmore - - -			
Rockhill - - -						
Rush Hill - - -	- ditto -	Kilbryan.	Altoghil - - -	- ditto -	Lough All.	
Stonepark - - -			Ardcollum - - -			
Tullytawen - - -			Cartronavally - - -			
Aghacarra - - -			Cornagee - - -			
Aghagowla - - -			Derrinisky - - -			
Aghnasurn - - -			Glassdrumman - - -			
Aghrafinigan - - -			Greagh - - -			
Annagh, or Drumanilra - - -			Greaghnaafarna - - -			
Bodorrigha - - -			Greaghnafeavabeg - - -			
Clerragh - - -			Greaghnafeavamore - - -			
Cornacarta - - -	- ditto -	Kilcolagh.	Knockadryan - - -	- ditto -	Mantua.	
Derreenagan - - -			Lislea - - -			
Derreetunny - - -			Lurgan - - -			
Derrycashel - - -			Seltannaveeny - - -			
Derryvunny - - -			Srabra - - -			
Derrywanna - - -			Srananooan - - -			
Doon - - -			Timpaun - - -			
Drumcormick - - -						
Drumdoe - - -			Athroe - - -			
Largan - - -			Brackloon - - -			
Smutternagh - - -	- ditto -	Kilmacumsey.	Carrigeen - - -	- ditto -	Oakport.	
Shanvoley - - -			Carrigeenacreeha - - -			
Tintagh - - -			Carrigeenagappul - - -			
Nine small Islands - - -			Carrigeenynaghtan - - -			
Ardagh - - -			Cloonkerin - - -			
Bella - - -			Corry, East - - -			
Carrigeen - - -			Corry, West - - -			
Drishaghau - - -			Edenan and Kinclare - - -			
Knockglass - - -			Kinclare - - -			
Lurgan - - -			Loughbally - - -			
Mantuar - - -	- ditto -	Lisgarve.	Mullenduff - - -	- ditto -	Rockingh.	
Aeres - - -			Tonaknick - - -			
Carrownacully - - -						
Carrowngarry - - -			Brackloon - - -			
Corroy - - -			Cleen - - -			
Dooneen - - -			Cloonacarrow - - -			
Kilcolagh - - -			Cooladye - - -			
Lackan - - -			Cootshall - - -			
Lisphilip - - -			Cuilmore - - -			
Oldtown - - -			Davis's Island - - -			
Ratalen - - -	Drumharlow - - -					
Runnaboll - - -	Drumsillagh - - -	- ditto -	Lisgarve.	Lisgarve.		
Runnacocka - - -	Emlagh - - -					
Scorbeg - - -	Garrowlougher - - -					
Scormore - - -	Hughstown - - -					
Sheerevagh - - -	Knockadaff - - -					
Tartan - - -	Knocknacarrow - - -					
Ballyroddy - - -	Knockroe - - -					
Caldragh - - -	Lisfarrellboy - - -					
Caran - - -	Oakport Demesne - - -					
Caránlea - - -	Paddock - - -					
Carrowerin - - -	Toberataravan - - -					
Carrowkeel - - -	Tullyval - - -	- ditto -	Lisgarve.	Lisgarve.		
Carrownoneen - - -	Usna - - -					
Carrowncaran - - -						
Carrowntogher - - -	Ardearn - - -					
Cartroncaran - - -	Ardeonra - - -					
Cartroncarowntogher - - -	Ardeash - - -					
Cleenraugh - - -	Ballyardan - - -					
Gortnacloy - - -	Ballykeevican - - -					
	Carrowmore - - -					
	Carrowmore - - -					
	Carrownagashel - - -					
	Cloonaghbaun - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
FILE—continued.			BOYLE—continued.		
Boonybrien - - -	Roscommon	Rockingham.	Aghanagh - - -	Sligo	Aghanagh.
Demesne - - -			Anaghgowlia Island - - -		
Demesne - - -			Ballaghboy - - -		
Derrynaskineen - - -			Ballinafad - - -		
Drumman's Island - - -			Ballyhealy or Hollybrook - - -		
Erironagh - - -			Demesne - - -		
Farranagalliagh, East - - -			Ballymullanny - - -		
Farranagalliagh, West - - -			Bunadober - - -		
Fawnanierin - - -			Carricknohorna, East - - -		
Hebe - - -			Carricknohorna, West - - -		
Irevisk - - -			Cartron - - -		
Keeloges - - -			Carradoo, East - - -		
Kilbryan - - -			Carradoo, West - - -		
Kiltasheen - - -			Cuilsheegharybeg - - -		
Knockaculleen or Hollymount - - -			Cuilsheegharymore - - -		
Knocknab, East - - -			Droonaveeragh - - -		
Knockvicar - - -			Gortalough - - -		
Lisgreaghan - - -			Knockroe - - -		
Lismulkeare - - -			Lecarrow - - -		
Pollower - - -			Lillybrook - - -		
Pollower - - -			Limnagh - - -		
Rathdiveen - - -			Mountgaffeny - - -		
Rathdiveen - - -			Mullughfarna - - -		
Reycroftspark - - -			Parkmore - - -		
Rusheen - - -			Whitehill - - -		
Turlagh - - -					
Seventeen small Islands - - -					
Ardkeenagh - - -	ditto	Rushfield.	Aughnacloy - - -	ditto	Ballynashee.
Ballybaup - - -			Ballynashee - - -		
Ballymore, East, or Corbally - - -			Carrowcashel - - -		
Ballymore, West - - -			Crawhill - - -		
Breandrum - - -			Derrysallagh - - -		
Carrownageeragh - - -			Foyoges - - -		
Clogher - - -			Glen - - -		
Estersnow - - -			Knockroe - - -		
Grallaghbeg - - -			Rover - - -		
Grallaghmore - - -			Straduff - - -		
Harepark - - -			Tap - - -		
Knockarush - - -			Tullynure - - -		
Knockroe - - -					
Leam - - -			Annaghbeg or Monasterredan - - -		
Lisserdrea - - -			Clogher - - -		
Tullyboy - - -			Cloonsillagh - - -		
Tullyvohaun - - -			Derrinatalan Island - - -		
			Falleens - - -		
			Inchmore Island - - -		
			Monasterredan - - -		
			Moygara - - -		
			Mullaghroe - - -		
			Sroove - - -		
			Tawnymucklagh - - -		
			Three small Islands - - -		
Ardmore - - -	ditto	Tivannagh.	Calteraun - - -	ditto	Coolavin.
Ardsallagh - - -			Chacefield - - -		
Ballylagnagon - - -			Cloonanure - - -		
Ballynanultagh - - -			Clooneagh - - -		
Brislagh - - -			Cloontycarn - - -		
Carrigeenagowna - - -			Cuilmore - - -		
Coolnagranshy - - -			Cuilprughlish - - -		
Cornaglia - - -			Gorteen - - -		
Cornameelta - - -			Gorygara - - -		
Derrymaquirk - - -			Greyfield - - -		
Drumanone - - -			Knocknaskeagh - - -		
Drumshannagh - - -			Lisbaleely - - -		
Kiltybrannock - - -			Moydough - - -		
Kiltycreaghtan - - -			Mountirvine - - -		
Knockadoo - - -			Mweelroe - - -		
Knockavroe - - -			Seefin - - -		
Knocknacloy - - -			Sragh - - -		
Lecarrow - - -					
Tawnyneden - - -					
Tinacarra - - -					
Tivannagh - - -					
Four small Islands - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BOYLE—continued.			BOYLE—continued.		
Abbeyville or Ardlaherty	Sligo	Drumrat.	Lahardan - - -	Sligo	Killadoon.
Ardee - - -			Mount Town - - -		
Ardsallagh - - -			Rannatruffaun, East - - -		
Attiville - - -			Rannatruffaun, West - - -		
Battlefield - - -			Shancough - - -		
Bearvaish - - -			Tully - - -		
Carrickrathmullin - - -			Ardgallin - - -	ditto	Killaraght.
Carrownaclenarry - - -			Ardlona - - -		
Cloonagh - - -			Ardmoyle - - -		
Cloonbannan - - -			Ardsoreen - - -		
Cloonschanbally - - -			Carrownaun - - -		
Cross - - -			Carrownurlaur - - -		
Drumaneel - - -			Cashel - - -		
Emlagh - - -			Cloonloogh - - -		
Emlaghfad - - -			Clooncunny - - -		
Feenaghmore - - -			Cuppanagh - - -		
Feenaghroe - - -			Derrinoghran - - -		
Finisklin - - -			Derrybeg - - -		
Greyfield - - -			Derrybegmore Island - - -		
Greyfield - - -			Emlagh - - -		
Kildarganmore - - -			Inch Island - - -		
Kilnaharry - - -			Inchbeg Island - - -		
Kilsallagh - - -			Killaraght - - -		
Kiltyteige - - -			Lisgullaun - - -		
Kingsfort - - -			Lismerraun - - -		
Knockanaher - - -			Lisserlough - - -		
Knockatelly - - -			Lomcloon - - -		
Knockgrania - - -			Mahanagh - - -		
Knocklough - - -			Rathtermion - - -		
Knocknagore - - -			Rathtinaun - - -		
Knocknawhishoge - - -			Reask - - -		
Lisconwy - - -			Ross - - -		
Listrush - - -			Stonepark - - -		
Lurgan - - -			Tawran - - -		
Mullaghcor - - -			Three Islands - - -		
Rooskybeg - - -			Annaghgowan - - -	ditto	Kilmactra
Rooskymore - - -			Annaghloy - - -		
Sniggeen - - -			Ardline - - -		
Tieveboy - - -			Andresna - - -		
Tonaponra - - -			Ballinlig - - -		
Annaghmore - - -	ditto	Kilfree.	Ballynary - - -		
Carrowntemple - - -			Ballyculleen - - -		
Cloonlaheen - - -			Carrickard - - -		
Doon - - -			Carricknagrip - - -		
Kilfree - - -			Carrigeenblike - - -		
Kilstraghlán or Ragwood - - -			Carrigeenboy - - -		
Knocknahoo - - -	ditto	Killadoon.	Cloghmine - - -		
Knocknashammer - - -			Clooneenhugh - - -		
Rathmadder - - -			Cloystuckera - - -		
Annaghcarthy - - -			Coolmeen - - -		
Bollindoon - - -			Coolmurly - - -		
Ballinphuill - - -			Crevagh - - -		
Barroe, Lower - - -			Cuilnagleragh - - -		
Barroe, North - - -			Derrylea - - -		
Barroe, South - - -			Derrynaneane - - -		
Barroe, Upper - - -			Derrynaslieve - - -		
Bullaun - - -			Dromore - - -		
Cabragh - - -			Drumbeg, North - - -		
Carrickglass - - -			Drumbeg, South - - -		
Cartronavally - - -			Drumbeg, West - - -		
Coollemonen - - -			Drumsoghla - - -		
Cornamucklagh - - -			Free School Land - - -		
Derrybeg - - -			Highwood - - -		
Derrymore - - -			Inishbeg - - -		
Doonglelagh - - -			Kilkere - - -		
Dromdoney - - -			Knockmore - - -		
Garoke - - -			Magheralakagh - - -		
Inishmore - - -			Moytirra, East - - -		
Killadoon - - -			Moytirra, West - - -		
Kiltylough - - -			Muck Island - - -		
Kingsborough - - -			Treanmore - - -		
Knockacappul - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LE—continued.</i>			CAHERCIVEEN:	All the Town- lands in this Union are in the County of Kerry.	
rdminnan - - -			Bahaghs - - -		
rdkeeran - - -			Cappagh - - -		
rdraheen Beg - - -			Coars - - -		
rdraheen More - - -			Coomdeeween - - -		
aghloonah - - -			Coomduff - - -		
allintrofaun - - -			Coomleagh - - -		
allonaghan, or Harris- town - - -			Derrymore - - -		
allynacarriga - - -			Garrane, North - - -		
allynakillen - - -			Garrane, South - - -		
arrigeen - - -			Glebe - - -		
loonaraher - - -			Inchinascarty - - -		
looncunny - - -			Islandboy - - -		
loonena - - -			Keelnagore - - -		
oagh - - -			Killognaven, North - - -		
derrynagrang - - -			Killognaven, South - - -		
drumanaraher - - -			Knockaneden - - -		
drumdiveen - - -			Knockroe - - -		
drumrolla - - -	Sligo - - -	Kilshalvy.	Raheens - - -		
mlagh - - -			Srugreana - - -		
Killavil - - -			Strandsend - - -		
Killined - - -			Teernahila - - -		
Kilshalvy - - -			Two Islands - - -		
Kiltyreen - - -					
Knockahurka - - -			Allagheemore - - -		
Knockalass - - -			Ballinskelligs - - -		
Knockanimma - - -			Bolus - - -		
Knockrawer - - -			Boolakeel - - -		
Lissanannybeg - - -			Canuig - - -		
Phaleesh - - -			Cloghaneanua - - -		
Rinn - - -			Cools - - -		
Riverstown - - -			Coom - - -		
Spurtown, Lower - - -			Curraghnanav - - -		
Tawnagh - - -			Ducalla - - -		
Tawnaghmore - - -			Dungeagan - - -		
Tawnalion - - -			Horse Island - - -		
Tunnagh - - -			Kildreelig - - -		
Tarrowmore - - -			Killurly - - -		
Tarrownadargny - - -			Kinard, East - - -		
Tarrownagilty - - -	ditto - - -	Shancough.	Kinard, West - - -		
Tarrownyclowan - - -			Leabaleaha - - -		
Ummeryroe - - -			Meelagulleen - - -		
			Reennacoola - - -		
Brougher - - -					
Carrickhawna - - -			Ballybrack - - -		
Carrowcrory - - -			Cappamore - - -		
Carrowkeel - - -			Caunteens - - -		
Cloghoge, Lower - - -			Eightercua - - -		
Cloghoge, Upper - - -			Gortnamackanee - - -		
Derrygolagh - - -	ditto - - -	Templevanny.	Graigues - - -		
Drumdoney - - -			Inchfarrannagleragh Glebe - - -		
Templevanny - - -			Raheen - - -		
Treanmacmurtagh - - -			Shanaknock - - -		
Treanmore - - -			Tooreens - - -		
Treanscrabbagh - - -			Tooreenyduneen - - -		
Tully - - -			Seven Islands in Lough Currane - - -		
Bearlough - - -					
Binganagh - - -			Boherboy - - -		
Bunnamuck - - -			Boola - - -		
Carrowreagh - - -			Caherciveen - - -		
Cloonacaltry - - -			Canburrin - - -		
Corradoo - - -			Carhan, Lower - - -		
Daghloonagh - - -			Carhan, Upper - - -		
Dernaskeagh - - -	ditto - - -	Toomour.	Derreen - - -		
Fallougher - - -			Garraneeragh - - -		
Greenan - - -			Garranebane - - -		
Knockbrack - - -			Gurteen - - -		
Knockoconor - - -			Hillgrove - - -		
Liskeagh - - -			Inchiclogh - - -		
Meenmore - - -			Inchimacteige - - -		
Murhy - - -			Kilcoman - - -		
Sralea - - -			Killoe - - -		
Toomour - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.		CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Killogrone - - -	- - -	Caher.	Killelan, East - -	- - -	Castlequin.
Knockaunrory - -			Killelan, West - -		
Laharan, South - -			Killurly Commons - -		
Letter - - -			Killurly, East - -		
Moneyduff - - -			Killurly, West - -		
Oghermong - - -			Kimego, East - -		
Reenard - - -			Kimego, West - -		
Rehill - - -			Laharan, North - -		
Tooreenmore - - -			Lamb Island - - -		
Turnamucka - - -			Lisbane - - -		
Three Islands - -			Mountlake - - -		
			Roads - - -		
Ballycarnahan - -	- - -	Caherdaniel.	Teeraha - - -	- - -	Cloon.
Behaghane - - -			Tullig - - -		
Brackaharagh - -			One Island - - -		
Caherdaniel - - -					
Coad - - -			Canknoogheda - -		
Coomnahorna, East -			Cloghfune - - -		
Coomnahorna, West -			Clogherabeg - - -		
Garrough - - -			Cloon, East - - -		
Glanbeg - - -			Cloon, West - - -		
Gortnakilly - - -			Dromdarragh - - -		
Illaunleama - - -	- - -	Canuig.	Garrane - - -	- - -	Curraghbeg.
Illaunnaweelaun -			Lettergarriv - - -		
Illaunroe - - -			Shronahireebeg - -		
Isky Island - - -			Shronahireemore -		
Lackrane Island - -					
Lamb's Island - - -			Ahane - - -		
Leaghearrig Island -			Boheeshil - - -		
Leaghillaun - - -			Cappyantanvally - -		
Morgan's Island - -			Cappamore - - -		
Rath - - -			Coss - - -		
Rathfield - - -	- - -	Castlequin.	Curraflugh - - -	- - -	Darrynane.
Two-headed Island -			Curraghbeg - - -		
Thirty-five Islands -			Derrynafeana - - -		
			Derrynafeana - - -		
Bunaderreen - - -			Dromdoory - - -		
Canuig - - -			Dromstaba - - -		
Coomastow - - -			Glanmackee - - -		
Coshcummeragh - -			Gortmaloon, East - -		
Dromaragh - - -			Gortmaloon, West - -		
Foildrenagh - - -			Gortnaganbeg - - -		
Inchiboy - - -	- - -	Castlequin.	Gortnaganmore - -	- - -	Darrynane.
Kealafreaghane, East -			Keeas - - -		
Kealafreaghane, West -			Lyranes, Lower - -		
Kilmackerrin, East -			Lyranes, Upper - -		
Kilmackerrin, West -			Shanacashel - - -		
Maulagirkane - - -					
Maulin - - -			Abbey Island - - -		
			Ardkearagh - - -		
Ballycarbery, East -			Balleen - - -		
Ballycarbery, South -			Baslickane - - -		
Ballycarbery, West -	- - -	Castlequin.	Cahernageeha - - -	- - -	Darrynane.
Ballydarrig - - -			Carrigerone - - -		
Ballynahow Beg - -			Coomatloukane - -		
Ballynahow More - -			Darrynanebeg - - -		
Beginish - - -			Darrynanemore - -		
Castlequin - - -			Deenish - - -		
Church Island - - -			Farranaragh - - -		
Cloghane - - -			Hog's Head - - -		
Cloghanelinaghan -			Inchee, East - - -		
Coomnahincha - - -			Inchee, West - - -		
Deelis - - -	- - -	Castlequin.	Kid's Island - - -	- - -	Darrynane.
Dooneen - - -			Lamb's Island - - -		
Emlagh - - -			Loher - - -		
Foilduff - - -			Moylaun Island - -		
Foilmore - - -			Reenearagh - - -		
Foughil Island - -			Rinneen - - -		
Gortmore - - -			Scariff - - -		
Illaunnacartan - - -			Toor - - -		
Inchintrea - - -			Forty-six Islands -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.		CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Ballynakilly - - -			Kilnabrack, Upper - - -		
Appanagroun - - -			Letter, East - - -		
Ashlagh - - -			Letter, West - - -		
Modragh - - -			Reennanallagane - - -		Glanbehy.
Boonaghlin - - -			Rossbehy - - -		
Thomaspeara - - -			Tooreenealagh - - -		
Bomavoher - - -			Four Islands - - -		
Bombaha - - -					
Bomura - - -			Boulerdah - - -		
Burravaha - - -			Cahereighterrush - - -		
Burravoola - - -			Caherlehillan - - -		
Derreen - - -			Cahernaman - - -		
Derreenageeha - - -			Cappamore - - -		
Derriana - - -	- - -	Derriana.	Coomshanna - - -		
Doory - - -			Coulagh - - -		
Domalohurt - - -			Derreenmoria - - -		
Domnakilly - - -			Dromtea - - -		
Dughile and Coomavan- niha - - -			Garrydine - - -		
Portatlea - - -			Gleensk - - -	- - -	Killinane.
Gilleenleagh - - -			Gortaforia - - -		
Inoppoge - - -			Gortnagree - - -		
Lissatinig - - -			Gortnagulla - - -		
Laulnabrack - - -			Kells - - -		
Lronaloughane - - -			Knockaneyouloo - - -		
Looacladane - - -			Liss, Lower - - -		
Loo-saleen - - -			Liss, Upper - - -		
Lulligealane - - -			Reacaslagh - - -		
			Teeromoyle - - -		
			Toon - - -		
Aghatubrid - - -					
Boghanecarhan - - -			Bunglasha, North - - -		
Blecon - - -			Bunglasha, South - - -		
Bmlaghdreenagh - - -			Carriginane - - -		
Bmlaghlea - - -			Coomavoon - - -		
Bmlaghmore, East - - -			Cosha, South - - -		
Bmlaghmore, West - - -			Creeveen - - -		
Bmlaghnamuck - - -			Derreenanaryagh - - -	- - -	Lickeen.
Barranahow - - -			Dreenagh - - -		
Barrannafulla - - -	- - -	Emlagh.	Drom, East - - -		
Barryglass - - -			Drombrane - - -		
Kineigh - - -			Keel - - -		
Maulnahone - - -			Lickeen - - -		
Muingydowda - - -			Neesha - - -		
Murreagh - - -			Toornaneaskagh - - -		
Mweelin - - -					
Reenroe - - -			Beenbane - - -		
Scarriff - - -			Breahig - - -		
Spunkane - - -			Caherbarnagh - - -		
Tullig - - -			Church Island - - -		
Thirty-five Islands - - -			Cloghvoola - - -		
			Commanes - - -		
Ballynakilly - - -			Cooryvanaheen - - -		
Ballynakilly, Lower - - -			Dromkeare - - -	- - -	Lougheerrane.
Ballynakilly, Upper - - -			Glanbeg - - -		
Cancaragh - - -			Killagurteen - - -		
Coolnaharragill, Lower - - -			Lislonane - - -		
Coolnaharragill, Upper - - -			Rabbit Island - - -		
Coolroe, Lower - - -			Sallahig - - -		
Coolroe, Upper - - -			Termons - - -		
Coomasabarn - - -			Waterville - - -		
Curra - - -			Forty-six Islands - - -		
Curraheen - - -	- - -	Glanbehy.			
Curraheen; Little - - -			Cahersavane - - -		
Drom - - -			Derrineden - - -		
Drom, West - - -			Doory - - -		
Faha - - -			Dromod - - -		
Gortdirragh - - -			Garreiny - - -	- - -	Mastergeehy.
Gowlane - - -			Inchinatinny - - -		
Kealduff, Lower - - -			Maghygreenane - - -		
Kealduff, Upper - - -			Mastergeehy - - -		
Kilkeelagh - - -			Oughtiv - - -		
Kilnabrack, Lower - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.		CAHERCIVEEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Breanlee - - -			Feaghmaan, West - -		
Coomlettra - - -			Gortgower - - -		
Coornameana - - -			Glanleam - - -		
Dromleagh - - -			Kilbeg, East - - -		
Glancuttaun, Lower - -			Kilbeg, West - - -		
Glancuttaun, Upper - -			Laharan - - -		
Gortagreenane - - -			Tinnies, Lower, East - -		
Gortrelig - - -			Tinnies, Lower, West - -		
Goulnacapp and Coor- nagreena - - -		Maum.	Tinnies, Upper - - -		
Lyreboy - - -					
Maghancoosaun - - -			CALLAN:		
Oolagh, East - - -			Ballycullen - - -		
Oolagh, West - - -			Ballywalter - - -		
Shannera, Lower - - -			Boherboy - - -		
Shannera, Upper - - -			Cappaghmore - - -		
			Cappaghmagarrane - -		
Coomanaspig - - -			Clonlahy - - -		
Doory - - -			Gurteen (Bryan) - - -		
Foalnageragh - - -			Kilburry, East - - -	Tipperary	Anner.
Garrane - - -			Kilburry, West - - -		
Gortreagh - - -			Kilnagranagh - - -		
Horse Island - - -			Kylatlea - - -		
Kilkeaveragh - - -			Kylawilling - - -		
Knockeenawaddra - - -		Portmagee.	Rossane - - -		
Lateeve - - -					
Lomanagh - - -			Ballaghboy - - -		
Long Island - - -			Ballingarry, Lower - -		
Portmagee - - -			Ballingarry, Upper - -		
Pound - - -			Ballydonnell - - -		
Reencaheragh - - -			Glengall - - -		
<i>Twenty four Islands</i> - -			Gragough - - -	- ditto - -	Ballingarry
			Islands - - -		
Aghort - - -			Lismolin - - -		
Allagheebeg, North - -			Shangarry - - -		
Allagheebeg, South - -			Tinock - - -		
Ballynahow - - -					
Ballynabloun - - -			Ballincurry - - -		
Cloghanecanuig - - -			Ballykerin - - -		
Coomakeoge - - -			Ballyphilip - - -		
Glancnearagh - - -			Clashduff - - -		
Killabuonia - - -			Coalbrook - - -		
Killonecaha - - -		St. Finans.	Curragheenduff - - -		
Lehid - - -			Earlshill - - -		
Moyrisk - - -			Garrynoe - - -	- ditto - -	Ballyphilip.
Puffin Island - - -			Gortanassy, East - - -		
Rathkieran - - -			Gortanassy, West - - -		
Skellig Rock, Great - -			Killeheen - - -		
Skellig Rock, Little - -			Knockalonga - - -		
Tooreen - - -			Lisnamrock - - -		
<i>Fifteen Islands</i> - - -			Springfield - - -		
Aghagadda - - -			Ballymack (Desert) - -		
Aghanboy - - -			Ballymack (Flood) - -		
Ardecost - - -			Ballyroberts - - -		
Ballard, Lower - - -			Booly - - -		
Ballard, Upper - - -			Burnchurch - - -		
Cappawee - - -		Teeraneeragh.	Burnchurch (Viper) - -		
Emlaghpeastia - - -			Coalsfarm - - -		
Fermoyle - - -			Farmley - - -		
Killoluaig - - -			Graigue, Lower - - -	Kilkenny	Burnchurch.
Sussa - - -			Graigue, Upper - - -		
			Newlands - - -		
Ballyhearny, East - - -			Oldtown - - -		
Ballyhearny, West - - -			Paddock - - -		
Ballymanagh - - -			Tunhill - - -		
Bray - - -			Viper Kells - - -		
Cool, East - - -			Washer's Bog - - -		
Cool, West - - -		Valencia.			
Coarhabeg - - -			Ahanure, North - - -		
Coarhamore - - -			Ahanure, South - - -		
Dohilla - - -			Attateenoe, Lower - -	- ditto - -	Callan.
Farranreagh - - -			Attateenoe, Upper - -		
Feaghmaan, East - - -			Ballyclovan - - -		

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILKENNY—continued.			CALLAN—continued.		
Ballyclovan Meadows -	Kilkenny	Callan.	Prologue - - -	Kilkenny	Callan.
Ballywalter - - -			Riversfield - - -		
Bauneeen - - -			Sheskin Commons -		
Baunoge - - -			Skeaghacoloran -		
Baunreagh - - -			Slade - - -		
Baunta - - -			Tinnamoona -		
Baunta Commons -			Tullamaine (Flood) -		
Bennett's Meadows -			Westcourt Commons -		
Big Meadow - - -			Westcourt Demesne -		
Blackstaff - - -			Westcourt, North -		
Bog Commons - - -			Westcourt, South -		
Bonerawarraga - -			Whitesland - - -		
Bolton - - -					
Broadmore - - -			Butlerswood - - -	- ditto -	Coolaghmore.
Bappahenry - - -			Clashavaha - - -		
Bappahenry, East -			Coolaflogs - - -		
Bappalauna - - -			Coolaghamore - - -		
Bappass - - -			Cruan - - -		
Callan, North - - -			Curragh - - -		
Callan, South - - -			Farranasee - - -		
Cannafahy - - -			Garranmacherry -		
Castletobin - - -			Garraun - - -		
Castletobin, East -			Graigie - - -		
Castletobin, West -			Garryrickin - - -		
Clashacollare - - -			Garrythomas - - -		
Clonygarra - - -			Killamery - - -		
Commoge - - -			Kiltallaghan - - -		
Coolalong - - -			Knockbutton - - -		
Coologe - - -			Kyle, East - - -		
Corbally - - -			Kyle, West - - -		
Corneyal - - -			Mantingstown - -		
Courtnabooly - - -			Pollagh - - -		
Courtnabooly, East -			Roscon - - -		
Courtnabooly, West -			Screhan - - -		
Crossoge - - -			Seskin - - -		
Cuskacrone - - -			Summerslane - - -		
Dirty slip - - -			Trenchmore - - -		
Drimeen - - -			Ballyphillip - - -	Tipperary	Crohane.
Drimeen, North - -			Broomhill - - -		
Drimeen, South - -			Coolquill - - -		
Earlsland - - -			Crohane, Lower - -		
Foulksrath - - -			Crohane, Upper - -		
Gortnasragh - - -			Garrysallagh - - -		
Gortphaudeen - - -			Kilnahone - - -		
Graiguesmeadow - -			Knockabritta - - -		
Haggartsgreen - - -			Knockanattin - - -		
Kilbrickan - - -			Knockilterra - - -		
Kilbride - - -			Knocknagapple - -		
Kilbride Glebe - -			Mardyke - - -		
Kilminnick, East -			Tarsna - - -		
Kilminnick, West -					
Knockreagh - - -			Ballintee - - -	Kilkenny	Dunnamaggan.
Kyleadohir - - -			Baunnatillaun - -		
Kyleateera - - -			Bawnhubbamaddereen -		
Lintaun - - -			Baysrath - - -		
Loughooly - - -			Bushtameen - - -		
Mallardstown - - -			Danganbeg - - -		
Mallardstown, Lower -			Danganmore - - -		
Mallardstown, Upper -			Dunnamaggan, East -		
Mallardstown, West -			Dunnamaggan, West -		
Maxtown - - -			Grovebeg - - -		
Mill Island - - -			Haggard - - -		
Minnauns - - -			Killindra - - -		
Moangarve - - -			Lackendragan - - -		
Moankeel Commons -			Loughbeg - - -		
Molassy - - -			Loughsollish - - -		
Moanamought Commons -			Monachunna - - -		
Moanmore Commons -			Monadubbaun - - -		
Monarche Commons -			Newtown - - -		
Monawinnia - - -			Raheen - - -		
Mullaunglass - - -			Shortallstown - -		
Pawlerth - - -			Tinvaun - - -		
Physicianstown - -			Tuitestown, Little -		
Pollagh - - -			Vinesgrove - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CALLAN—continued.			CALLAN—continued.		
Castle Eve - - -	Kilkenny	Earlstown.	Knockroe - - -	Kilkenny	Kilmagann
Cronoge - - -			Kyle - - -		
Newtown Baker - - -			Lamoge - - -		
Newtown Shea - - -			Lemonstown - - -		
Ovenstown - - -			Memory - - -		
Tullamaine (Ashbrook) -			Moanmore - - -		
Ardragh - - -	Tipperary	Farranrory.	Monaboul - - -		
Blackcommon - - -			Newpark - - -		
Bolakeale - - -			Poulboy - - -		
Bolintlea - - -			Readesbarn - - -		
Coolnashinnagh - - -			Rogerstown - - -		
Farranrory, Lower - - -			Rossaneny (Reade) - - -		
Farranrory, Upper - - -			Rossaneny (Morris) - - -		
Foilmarnell, Lower - - -			Rossenarra - - -		
Foilmarnell, Upper - - -			Rossenarra Demesne - - -		
Garranacool - - -			Shancashlaun - - -		
Garrynagree - - -			Srughawadda - - -		
Gortfree - - -	Kilkenny	Kells.	Ballagh - - -	ditto	Kilmanaght
Gortnasculloge - - -			Ballykeefe - - -		
Gortnasmuttaun - - -			Banse Glebe - - -		
Kyleballygalvin - - -			Brittasdryland - - -		
Williamstown - - -			Graigie (Hayden) - - -		
Barronsknock - - -			Graigie (Hartford) - - -		
Bannemon - - -			Kilbraghan - - -		
Cotterellsrath - - -			Killeen - - -		
Garranstan - - -			Kilmanagh - - -		
Garrynamaun, Lower - - -			Knockeenbaun - - -		
Garrynamaun, Upper - - -			Knockeenglass - - -		
Glebe - - -	Kilkenny	Killamery.	Pollagh - - -	Tipperary	Kilvemnor
Goodwingsgarden - - -			Pottlerath - - -		
Killinny - - -			Sheeptown - - -		
Kells - - -			Sheeptown - - -		
Kellsborough - - -			Ballaghoge - - -		
Kellsgrange - - -			Ballydavid - - -		
Kilree - - -			Ballyduggan - - -		
Laghtbrack - - -			Ballylanigan (Cramer) - - -		
Rathduff (Bayley) - - -			Ballylanigan (Pennefather) - - -		
Rathduff, Lower - - -			Bawnrickard - - -		
Rathduff (Madden) - - -			Kilvemnon - - -		
Rathduff, Upper - - -	ditto	Kilmaganny.	Kylaglass - - -	Kilkenny	Mallardsto
Baunreagh - - -			Kylefreaghane - - -		
Coolehill, Lower - - -			Ninemilehouse - - -		
Coolehill, Upper - - -			Pollagh (Blunden) - - -		
Cussan - - -			Pollagh (Pennefather) - - -		
Frankfort, East - - -			Poulacapple, East - - -		
Frankfort, West - - -			Poulacapple, West - - -		
Inchanaglogh - - -			Rockview - - -		
Kiltrassy - - -			Ballyfliugh - - -		
Knockroe - - -			Ballyhale - - -		
Meallaghmore - - -	ditto	Kilmaganny.	Ballytobin - - -	Tipperary	Modeshil.
Meallaghmore, Lower - - -			Caherlesk - - -		
Meallaghmore, Upper - - -			Croghtabeg (Bunbury) - - -		
Oldcastle, Lower - - -			Croghtabeg (Courtown) - - -		
Oldcastle, Upper - - -			Mallardstown, East - - -		
Ballygowan (Reade) - - -			Mallardstown, Great - - -		
Barravally - - -			Monassa - - -		
Baunreagh - - -			Rathculbin - - -		
Clincaun - - -			Spruceshay - - -		
Carryatna - - -			Affoley - - -		
Clone - - -			Aughnacrumpane - - -		
Cotterellstown - - -	ditto	Kilmaganny.	Ballintaggart - - -	Tipperary	Modeshil.
Croneenlaun - - -			Cappagh - - -		
Currahill, Lower - - -			Clashbeg - - -		
Currahill, Upper - - -			Cloncurry - - -		
Garranballow - - -			Fanningsbog - - -		
Garranrobin - - -			Harleypark - - -		
Gortnaglogh - - -			Harleypark - - -		
Glen - - -			Jessfield - - -		
Kildrummy - - -			Knockulty - - -		
Kilmaganny - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
AN—continued.			CARLOW :		
ckinawood - - -	Tipperary	Modeshil.	Agha - - - -	Carlow - - -	Agha.
deshil (Ayre) - -			Cloneen - - - -		
deshil (Sankey) -			Cloneen - - - -		
hober - - - -			Newtown - - - -		
lynacloghy - - -			Rathedan - - - -		
lyvadlea - - - -			Rathwade - - - -		
lyvoneen - - - -			Ardateggle - - - -	Queen's - - -	Ardough.
navrona, Lower -			Ardough, or Huntspark -		
navrona, Upper -			Coorlaghan - - - -		
verstown - - - -			Coornariska - - - -		
ppoge - - - -			Gortahill - - - -		
onagoose - - - -	Monavea - - - -	- ditto - - -	Arless.		
ane - - - -	Ballyfinnan - - - -				
aigue - - - -	Ashfield - - - -				
rteen (Pennefather)	Ballynagall - - - -				
aestown - - - -	Clonybecan - - - -				
laghy - - - -	Coolanowle - - - -				
leaduhir - - - -	Gurteen - - - -				
leaglanna - - - -	Oldleagh - - - -				
illinahone - - -	Rathtillig - - - -				
illinoly - - - -	Tinnacragh - - - -				
heen - - - -	Tirernan - - - -				
lybush - - - -	Bohermore - - - -	Carlow - - -	Bagenalstown.		
lylarkin - - - -	Curragheruit - - - -				
lyline - - - -	Donore - - - -				
ppahayden - - - -	Donore - - - -				
rteennalee - - - -	Dunleckny - - - -				
rtnacurragh - - -	Kilcarrig - - - -				
llaloe - - - -	Kildreenagh - - - -				
lenaskeagh - - -	Kilree - - - -				
levehagh Commons -	Moneybeg - - - -				
lyle - - - -	Rathduff - - - -				
ldhouse - - - -	Ballickmoyler - - - -			Queen's - - -	Ballickmoyler.
ssmore - - - -	Ballinrahin - - - -				
ottsborough - - -	Cappalug - - - -				
agarran - - - -	Cloonaloo - - - -				
anaskilly - - - -	Coolhenry - - - -				
hitehouse - - - -	Coolrain - - - -				
arroe - - - -	Coolrain - - - -				
henderry - - - -	Cooperhill Demesne -				
hinraheen - - - -	Keeloge - - - -				
llyburr - - - -	Killeshin - - - -				
llykeefe - - - -	Lambstown - - - -	Carlow - - -	Ballinacarrig.		
llykeefe Castle -	Shanvally - - - -				
llykeefe Hill - -	Ballinacarrig - - - -				
llykeefe Bog - - -	Ballybannon - - - -				
gmeadow - - - -	Ballybar, Lower - - -				
ppaufaulish - - -	Ballycarney - - - -				
olapoge - - - -	Cloghna - - - -				
oleeshal - - - -	Kilmeany - - - -				
olnabrone - - - -	Moancurragh - - - -				
ontraght - - - -	Park - - - -				
airy Hill - - - -	Quinagh - - - -			- ditto - - -	Ballintemple.
eerpark - - - -	Staplestown - - - -				
erreen - - - -	Ardatin - - - -				
esert Demesne - -	Ballinastraw - - - -				
ox Cover - - - -	Ballintemple - - - -				
raigueooly - - - -	Ballynoe, or Newtown -				
reat Oak - - - -	Broomville, or Clonachona				
reat Wood - - - -	Coolroe - - - -				
rove - - - -	Craans - - - -				
ilballykeefe - - -	Kilgraney - - - -				
ilballykeefe - - -	Kilgraney - - - -				
nockavally - - - -	Knocknatubbrid - - -				
yleandangan - - -	Leany - - - -				
onavaddra - - - -	Newtown - - - -				
uck - - - -	Ratheeragh - - - -				
uckmeadows - - -	Rathvarrin - - - -				
iesk - - - -	Orchard - - - -				
iesk - - - -	Woodlands - - - -				
ylanes - - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CARLOW—continued.</i>			<i>CARLOW—continued.</i>		
Ballinvalley - - -	Carlow - -	Ballon.	Doonane - - -	Queen's - -	Doonane.
Ballon - - -			Slatt, Lower - - -		
Ballyleen - - -			Slatt, Upper - - -		
Bally, Lower - - -			Castletown - - -	- ditto - -	Farnans.
Ballymogue - - -			Coonbeg - - -		
Cappagh - - -			Farnans - - -		
Closh - - -			Kilcruse - - -		
Craanpursheen - - -			Maidenhead - - -		
Drisoge - - -					
Kilmurry - - -					
Larah - - -					
Lisgarvan - - -					
Ballymoon - - -	- ditto - -	Ballymoon.	Ballaghaderneen - - -	Carlow - - -	Fennagh.
Ballywilliamroe - - -			Ballybrommell - - -		
Carrigbeg - - -			Ballydarton - - -		
Carrigmore - - -			Ballyknockan - - -		
Carrigpark - - -			Ballynamire - - -		
Clonacur - - -			Ballytimmin - - -		
Coolnapish - - -			Boghouse - - -		
Gormona - - -			Boherduff - - -		
Gormona - - -			Clonbulloge or Ballycallon		
Labanasigh - - -			Clonegah - - -		
Seskinryan - - -			Clonetoose - - -		
Seskinryan - - -			Craanaha - - -		
Toberbride - - -			Fennagh - - -		
	- ditto - -	Burton Hall.	Glebe - - -		
Ballylennon - - -			Janeville, or Kilgarron - - -		
Ballyvergal - - -			Kilconner - - -		
Burtonhall Demesne - - -			Kilmaglin - - -		
Burtonhall Demesne - - -			Lumclon - - -		
Gorteengrove - - -			Moanmore - - -		
Killyshane - - -			Mountmelican - - -		
Knockarda - - -			Ratherean - - -		
Rainestown - - -			Upton, or Ballyhubbock		
Ballyhade - - -	Kildare - -		Ballykillen - - -	Queen's - - -	Graigue.
Burtonhall Demesnes - - -			Clonmore - - -		
Deerpark - - -			Crossneen - - -		
Knockbane - - -			Curragh - - -		
	Carlow - - -	Carlow.	Derrymoyle - - -		
Aghanure - - -			Garrough - - -		
Bestfield, or Dunganstown			Graigue - - -		
Bestfield, or Dunganstown			Harristown - - -		
Carlow - - -			Leagh - - -		
Chapelstown - - -			Monure - - -		
Kemanstown - - -			Oldderrig - - -		
Kemanstown - - -			Sleaty - - -		
Newacre - - -			Stanny - - -		
Newgarden - - -			Springhill - - -		
Oakpark, or Painestown					
Pollerton, Big - - -			Aghwater - - -	Carlow - - -	Grangeford.
Pollerton, Little - - -			Baunogephure - - -		
Mortarstown, Little - - -			Baunogenasraid - - -		
Mortarstown, Upper - - -			Farranaphure - - -		
Rathnapish - - -			Glenoge - - -		
Strawhall - - -			Grangeford - - -		
	- ditto - -	Clogrenan.	Grangeford, Old - - -		
Ballinabranagh - - -			Inchisland, or Moatalusha		
Ballygowan - - -			Moanalow - - -		
Ballygowan - - -			Moanamanagh - - -		
Clogrenan - - -			Rathbaun - - -		
Craanlusk - - -			Rathnashannagh - - -		
Forthill - - -			Slaneyquarter - - -		
Kileeshal - - -					
Raheendoran - - -			Ardnehue - - -	- ditto - - -	Johnstown.
Tomard, Lower - - -			Ballynakillbeg - - -		
	Queen's - -		Bennekerry - - -		
Clogrenan - - -			Bennekerry - - -		
Clogrenan - - -			Busherstown - - -		
			Johnstown - - -		
			Killenora - - -		
			Urglin, or Rutland - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LOW—continued.			CARLOW—continued.		
Ballycrogue - - -	Carlow - -	Kellistown.	Annagar - - -	Carlow - -	Oldleighlin.
Castletown - - -			Ballynolan - - -		
Collistown, East - - -			Baunagagole - - -		
Collistown, West - - -			Baunleath - - -		
Ballyhue - - -			Clonmore - - -		
Knockbower - - -			Coolnakeeran - - -		
Boyle, Big - - -			Demesne - - -		
Boyle, Little - - -			Farranacurragh - - -		
ATHEROGUE - - -			Feamore - - -		
Enriland - - -			Johnduffswood - - -		
ghade - - -	- ditto - -	Kilbride.	Knockagarry - - -	- ditto - -	Rathornan.
Itimont - - -			Lackan - - -		
oggan - - -			Moanduff - - -		
oggan - - -			Moanduff - - -		
arrickslaney - - -			Oldleighlin - - -		
arrickslaney - - -			Parknakyle - - -		
astlegrace - - -			Raheen - - -		
astlegrace - - -			Raheenwood - - -		
ommons - - -			Tomnasock - - -		
unaberry - - -			Agharne - - -	- ditto - -	Rathrush.
ilbride - - -	- ditto - -	Killerrig.	Boolyrathornan, or Tomard - - -		
ilbride - - -			Boolyvannanan - - -		
nockdoorish - - -			Coolnakisha - - -		
herwoodpark - - -			Cranavoonane - - -		
herwoodpark - - -			Glebe - - -		
riarstown - - -			Rathornan - - -		
rangewat - - -			Rathvinden - - -		
reenane - - -			Rathvinden - - -		
Killamaster - - -			Seskin, Lower - - -		
Killerrig - - -	- ditto - -	Leighlinbridge.	Tomard, Upper - - -		
Keenestown - - -			Ardbearn - - -	- ditto - -	Ridge.
Moorestown - - -			Ardbearn and Torman - - -		
Russellstown - - -			Ballinadrum - - -		
Ballyknockan - - -			Ballycurragh - - -		
Ballynaboley - - -			Ballygarret, or Sandbrook - - -		
Burgage - - -			Ballykealy - - -		
Clorusk, Lower - - -			Ballykealy - - -		
Clorusk, Upper - - -			Ballykealy - - -		
Closutton - - -			Ballyveal - - -		
Conykeare - - -			Ballyvolden - - -		
Farranafreney - - -	Queen's - -	Newtown.	Bendinstown - - -	- ditto - -	Rossmore.
Fenniscourt - - -			Emlicon - - -		
Killinane - - -			Garreenleen - - -		
Leighlinbridge - - -			Gilbertstown - - -		
Moanmore - - -			Kilknock - - -		
Moanmore - - -			Kilknock - - -		
Rathellin - - -			Killane - - -		
Finnagarney - - -			Killane - - -		
Tomnaslough - - -			Raheenkillane - - -		
Wells - - -			Rathoe - - -		
Crettyard - - -	Carlow - -	Nurney.	Rathrush - - -	- ditto - -	Shrute.
Clonbrock - - -			Baunreagh - - -		
Garrendenny - - -			Knocknabranagh - - -		
Kilgorey - - -			Knockbaun - - -		
Mayo - - -			Ridge - - -		
Ballybar, Upper - - -			Seskinrea - - -		
Ballyloo - - -			Seskin, Upper - - -		
Ballyloo - - -			Ballyhide - - -	Queen's - -	Shrute.
Ballyryan - - -			Rossmore - - -		
Ballyryan - - -			Anneville - - -		
Cloghristick - - -			Ballyharmon - - -		
Cloghristick - - -			Bohernasear - - -		
Clonmelsh - - -			Cappanaboe - - -		
Garryhendon - - -			Cappanamrogue - - -		
Linkardstown - - -			Clonogh - - -		
Nurney - - -			Coolanagh - - -		
Nurney - - -					
Oldtown - - -					
Orchard - - -					
Powerstown - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
CARLOW—continued.			CARLOW—continued.		
Hollymount - - -	Queen's - - -	Shrule.	Kilcloney - - -	Carlow - - -	Ballyellin.
Hollymount - - -			Kileumney - - -		
Killenny - - -			Kilcumney - - -		
Knockbeg - - -			Knockmanus - - -		
Rappa - - -			Oldtown - - -		
Rossena - - -					
Rosstillegane - - -			Ballycoppigan - - -		
Rathduff - - -			Carlow - - -	Tankardstown.	Ballygraney - - -
Rathduff - - -	Ballynagrane - - -				
Shrule - - -	Ballynattin - - -				
	Ballyteigelea - - -				
Ballymurphy - - -	Ballyteigelea - - -				
Coppenagh - - -	Ballyteigelea - - -				
Downings - - -	Borris - - -				
Kilmagarvoe - - -	Clonygoose - - -				
Rathlyon - - -	Kilcollrim - - -				
Tankardstown - - -	Knocknagundarragh, or Scortreen - - -				
	Owlbeg - - -				
Ballintrane - - -	- ditto - - -	Templepeter.			Aghabeg - - -
Ballintrane - - -			Ballycormick - - -		
Ballymogue - - -			Ballycormick - - -		
Ballynunnery - - -			Ballyloughan - - -		
Ballytarsna - - -			Coolnacuppoge - - -		
Clonmarshane - - -			Corries, or Corrymore - - -		
Graiguealug - - -			Corries, or Corrymore - - -		
Graiguealug - - -			Currenree, or Corrybeg - - -		
Graiguenaspiddoge - - -			Heath - - -		
Kilbrickan - - -			Knockclonagad - - -		
Kilbrickan - - -			Knockkullard - - -		
Kilcoole - - -			Lorum - - -		
Kilkey - - -			Skahanrane - - -		
Leagh, or Ballybeg - - -					
Templepeter - - -			Ballynakill - - -		
Templepeter - - -			Booldurragh - - -		
Tinnaclash - - -			Clashganny - - -		
			Clonee, East - - -		
Butlersgrange - - -	Clonee, West - - -				
Mountwolseley, or Cross- low - - -	Coolasnaghta - - -				
Ouragh - - -	Drumfea - - -				
Rathglass - - -	Garryhill - - -				
Tullowphelin - - -	Garryhill - - -				
	- ditto - - -	Tullow.	Knockdramagh - - -	- ditto - - -	Garryhill.
Ardristan - - -			Knockendrane - - -		
Cannonsquarter - - -			Milltown - - -		
Castlemore - - -			Mountpleasant - - -		
Roscat - - -			Rabean Wood - - -		
Templeowen - - -			Rathnageeragh - - -		
Tullowbeg - - -			Sheean - - -		
			Straduff - - -		
			Queen's - - -		
Aghaterry - - -	Cashel - - -				
Agheross - - -	Dunroe - - -				
Ballickmoyler, Upper - - -	Killedmond - - -				
Ballynakill - - -	Killoughternane - - -				
Drumagh - - -	Knocksquire, or Knockseur - - -				
Rushes - - -	Lacken - - -				
Towlerton - - -	Moyvally - - -				
Turra - - -	Rosdellig - - -				
Woodland, or Garragh - - -	Spahill - - -				
	Carlow - - -	Ballyellin.	Tomduff - - -	- ditto - - -	Myshall.
Ballyellin and Tomdar- ragh - - -			Aclare - - -		
Ballyfeanan or Bally- whinnin - - -			Ballinrush - - -		
Ballyfeanan or Bally- whinnin - - -			Bealalan - - -		
Ballymartin - - -			Coolnasheegan - - -		
Clomoney - - -			Croanruss - - -		
Clomoney - - -			Myshall - - -		
Clomoney - - -			Raheenliegh - - -		
Currane - - -			Rossacurra - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CARLOW—continued.</i>			<i>CARRICKMACROSS—contd.</i>		
Ballinree - - -	Carlow - - -	Rathanna.	Cashlan, West - - -	All the Town- lands in this Union are in the County of Monaghan.	
Darrignafeeka - - -			Corlea - - -		
Crannagh - - -			Corleck - - -		
Raheendarragh - - -			Cormoy - - -		
Raheenkyle - - -			Cornasleeve - - -		
Rathanna - - -			Drumberagh - - -		
Seskinnamadra - - -			Drumlurg - - -		
			Dunaree - - -		
			Dunaree Latin - - -		
			Killarue - - -		
Ballaghmore - - -	- ditto - - -	Shangarry.	Laragh - - -		Bocks.
Ballinacree - - -			Lattylanigan - - -		
Ballykeenan - - -			Lisdoonan - - -		
Cappawater - - -					
Kilmaglush - - -			Aghalile - - -		
Knockbarragh - - -			Barndonagh - - -		
Knockbrack - - -			Beagh - - -		
Lasmaconly - - -			Carrickmaclim - - -		
Miltown - - -			Cavanageeragh - - -		
Rosslee - - -			Cloghvally, Lower - - -		
Shangarry - - -	- ditto - - -	Sliguff.	Cloghvally, Upper - - -		
Sragh - - -			Coolfore - - -		
Turtane - - -			Corduff Kelly - - -		
Ullardbeg - - -			Corrinshigagh - - -		
Ullardmore - - -			Derrylavan - - -		
			Derryolam - - -		
			Drumbroagh - - -		
			Drumgoan - - -		
			Drummond Etra - - -		
			Drummond Otra - - -		
Ballinkillin - - -	Queen's - - -	Ballylethane.	Dunoge - - -		Carrickmacross.
Clowater - - -			Greaghdruit - - -		
Clowater - - -			Greaghdruitneesk - - -		
Clowater - - -			Kilmactrasna - - -		
Glannahary - - -			Latinalbany - - -		
Glannahary - - -			Legghimore - - -		
Kilcrut - - -			Lisnaguiveragh - - -		
Kilgraney - - -			Lossets - - -		
Sliguff - - -			Lurgans - - -		
Sliguff - - -			Magheraboy - - -		
Ballylethane, Lower - - -	All the Town- lands in this Union are in the County of Monaghan.		Magheross - - -		
Ballylethane, Upper - - -			Mullanarry - - -		
			Nafarty - - -		
			Rakeeragh - - -		
			Tiragarvan - - -		
			Corgreagh - - -		
			Corhelshinagh - - -		
			Corlat - - -		
			Corracharra - - -		
CARRICKMACROSS:			Cortober - - -		Corracharra.
Coolderry - - -			Drumcunnion - - -		
Corerin - - -			Fairtahy - - -		
Corcuilloge - - -			Lisinisky - - -		
Lisanisk - - -			Lisnadarragh - - -		
Trostan - - -			Shankill - - -		
Aghafad - - -			Shantony - - -		
Annacroff - - -					
Ballingarry - - -			Aghateskin - - -		
Coolaha - - -			Beagh - - -		
Coolreagh - - -		Ballymackney.	Clonavogy - - -		
Coolremony - - -			Corlygorm - - -		
Drumever - - -			Cornacrew - - -		
Drumhasket - - -			Cornanerriff - - -		
Dunelty - - -			Cornanure - - -		
Garlegobban - - -			Corrinshigagh Cope - - -		
Kinallybane - - -			Crossalare - - -		
Kinallyduff - - -			Crover - - -		
Lisnakelly - - -			Cullentraghbane - - -		
Lisnashannagh - - -			Cullentraghduff - - -		
Monaltybane - - -		Bocks.	Dooraa - - -		Crossalare.
Monaltyduff - - -			Drumhaman - - -		
Nuremore - - -			Drummanreagh - - -		
Radrumskean - - -			Garrihy - - -		
Shanmullagh - - -					
Shanraha - - -					
Stradeen - - -					
Aghacloghan - - -					
Annahaia - - -					
Bocks, Lower - - -					
Bocks, Middle - - -					
Bocks, Upper - - -					
Brackly - - -					
Cashlan, East - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CARRICKMACROSS—cont ^d .	All the Town- lands in this Union are in the County of Monaghan.	Crossalare.	CARRICKMACROSS—cont ^d .	All the Town- lands in this Union are in the County of Monaghan.	Drumcarrow.
Lisnafinelly - - -			Doagh - - -		
Lisnagunnion - - -			Drumbrone - - -		
Lisnamacka - - -			Drumcarrow - - -		
Monalia - - -			Drumerloughmore - - -		
Monanagirr - - -			Greaghawillin (Jackson) - - -		
Monyglen - - -			Greaghawillin (Richey) - - -		
Rathmore - - -			Greaglone - - -		
Tonyellida - - -			Lavagilduff - - -		
Tullylougherny - - -			Lisatillister - - -		
Tullymackilmartin - - -	Lisnaclea - - -				
Tullyvaragh, Lower - - -	Sealkill - - -				
Tullyvaragh, Upper - - -	Tonanevee - - -				
Tusker - - -					
Aghavilla - - -	- - -	Donaghmoyne.	Carrickartagh - - -	- - -	Drumgurra.
Capragh - - -			Corbane - - -		
Carrickavoley - - -			Corduff - - -		
Cloghoge and Tievadinna - - -			Corkashybane - - -		
Cordrummans, Lower - - -			Corkashyduff - - -		
Cordrummans, Middle - - -			Corlea - - -		
Cordrummans, Upper - - -			Cornasassonagh - - -		
Creevy Oliver - - -			Drumgurra - - -		
Creevy Swinburn - - -			Drumgowna - - -		
Donaghmoyne - - -			Fartagorman - - -		
Drumhillagh - - -	Greaghblane - - -				
Dunanny - - -	Greaghatacapple - - -				
Dundrockan - - -	Greaghnaroog - - -				
Feegavla - - -	Lisdrumturk - - -				
Killabrick - - -	Lisnafeddaly - - -				
Lisgall - - -	Mullagheroghery - - -				
Longfield Etra - - -	Peast - - -				
Longfield Otra - - -	Shanco - - -				
Lurganboys - - -	Tirnadrola - - -				
Monanny - - -					
Mullanavannog - - -	- - -	Drumboory.	Ballycartlan - - -	- - -	Enagh.
Rahans - - -			Camaghy - - -		
Rossdreenagh - - -			Clonsedy - - -		
Tullynacross - - -			Corrybrackan - - -		
Carrickashedoge - - -			Crumlin - - -		
Carricknagoan - - -			Derryleeg - - -		
Clonmeenane - - -			Derrynaglah - - -		
Coolderry - - -			Derrynascobe - - -		
Corkeeran - - -			Drumbrackan - - -		
Creevadornan - - -			Drumerloughbeg - - -		
Drumboory - - -	Drumgoosat - - -				
Feahoe - - -	Drummond - - -				
Halfate - - -	Enagh - - -				
Killark - - -	Knocknacran, East - - -				
Maghernacloy - - -	Knocknacran, West - - -				
Moylough - - -	Lisnakeeny - - -				
Mullaghgarve - - -	Losset - - -				
Mullaghrافتy - - -	Mullantlavan - - -				
Mullylusty - - -	Mullantornan - - -				
Mullyore - - -	Stranatona - - -				
Tomiska - - -	Tullylougherny - - -				
Tullyallen - - -					
Annaghean - - -	- - -	Drumcarrow.	Anny - - -	- - -	Kilmurry.
Annamarran - - -			Aughrimbeg - - -		
Clonturk Mason - - -			Aughrimmore - - -		
Drumgeeny - - -			Cargaghlisnahaney - - -		
Drumturk - - -			Colgagh - - -		
Leeg - - -			Coolcair - - -		
Aghatamy - - -			Corecullioncrew - - -		
Aghinillard - - -			Corecullionglis - - -		
Alts - - -			Corrateemore - - -		
Ballaghnagearn - - -			Corrinshigagh - - -		
Beagh - - -	Corryagan - - -				
Comertagh - - -	Derryilan, or Knockna- mullagh - - -				
Corlea - - -	Dian - - -				
Cornalaragh - - -	Drumacovern - - -				
	Drumdreeny - - -				
	Drumhariff - - -				
	Drumillard - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CARRICK-ON-SHANNON— <i>continued.</i>			CARRICK-ON-SHANNON— <i>continued.</i>		
Gort - - - -	Leitrim - -	Carrick-on-Shannon.	Cornagillagh - -	Leitrim - -	Drumsna.
Greagh - - - -			Corracramph, North - -		
Grove - - - -			Crickeen - - - -		
Hartley - - - -			Curraghmartin - -		
Inishmucker - -			Drishoge - - - -		
Jamestown - - -			Dristernan - - - -		
Keenaghan - - -			Drumgowla - - - -		
Kilboderry - - -			Drumnacot - - - -		
Kiltycarney - - -			Drumnadober - - -		
Lisduff - - - -			Drumsna - - - -		
Lisgarney - - - -			Effrinagh - - - -		
Lisnabrack - - -			Finisklin - - - -		
Lisnagat - - - -			Foxborough - - - -		
Lisseeghan - - -			Gortconellan - - -		
Minkell - - - -			Kildorragh - - - -		
Pollnagappul - -			Killasanowl - - - -		
Portaneoght - - -			Lavagh - - - -		
Rinnacurreen - -			Lisdauky - - - -		
Rue - - - -	Listromafarna - - -				
Sallaghan - - - -	Liscallyroan - - -				
Townparks - - -	Lisdromarea, North - -				
Tully - - - -	Lisdromarea, South - -				
Carntullagh - - -	Lisduff - - - -				
Cortober - - - -	Lislea - - - -				
Slievenakilla - -	Lismannagh - - - -				
Sranagarvanagh - -	Lismoyle - - - -				
Aughrim - - - -	Lisnagea - - - -				
Cleighranbeg - - -	Mount Campbell - - -				
Cleighranmore - -	Mullaun - - - -				
Cornamucklagh, South	Aghakilconnell - - -				
Drumristin - - - -	Annaghasna - - - -				
Stradrinagh - - -	Annaghkeenty - - -				
Tullynahaia - - -	Annaghkeenty - - -				
Tullyveacan - - -	Annaghshelherny - -				
Acres - - - -	Carriack - - - -				
Aghnagallop - - -	Clooney - - - -				
Ardcolum - - - -	Corderry (Peyton) - -				
Blackrock - - - -	Durreen (Lloyd) - - -				
Carrickbaun - - -	Drumaragh - - - -				
Carricknabrack - -	Drumeromaun - - - -				
Corlough - - - -	Drummingna - - - -				
Cornamuddagh - -	Drumparsons - - - -				
Corrachuill - - -	Edenmore - - - -				
Corryard - - - -	Funshinagh - - - -				
Derrintonny - - -	Garvagh - - - -				
Derryhallagh - - -	Gortnagullion - - -				
Derrynaseer - - -	Kilnagross - - - -				
Dristernaun - - -	Laheen - - - -				
Drumcoora - - - -	Laheen (Peyton) - - -				
Drumderg - - - -	Mullaghboy - - - -				
Drumhalwy - - - -	Prughlish - - - -				
Drumkeelanbeg - -	Seardaun - - - -				
Drumkeelanmore - -	Shanraw - - - -				
Drumbanver - - -	Sheebeg - - - -				
Drumberriff - - -	Toomans - - - -				
Drumshanbo - - -	Annaghearly - - - -				
Lisbrockan - - -	Carrickey - - - -				
Lustia - - - -	Carrickslavan - - -				
Mahanagh - - - -	Carrickaveril - - -				
Moheracreavy Glebe	Drumlumman - - - -				
Moneyure - - - -	Drumheckil - - - -				
Murhaun - - - -	Drumgownagh - - -				
Shancurry - - - -	Farnagh - - - -				
Aghintoer - - - -	Fahymore - - - -				
Annaghbradican - -	Fawn - - - -				
Annaghnamaddoo - -	Gowel - - - -				
Ardlougher - - -	Grange - - - -				
Coolcreeve - - -	Kiltoghert - - - -				
Corlaskagh - - -	Kilmaddaroo - - - -				
Corlisheen - - -	Lismakeegan - - - -				
Corlea - - - -	Mong - - - -				
Corlona - - - -	Port - - - -				
	Tonnagh - - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
K-CARRICK-ON-SHANNON—continued.			CARRICK-ON-SHANNON—continued.		
naleague - - -	-	-	Corderry (Morton) - - -	-	-
nbranmed - - -	-	-	Cormeeltan - - -	-	-
nbullog - - -	-	-	Cornaleck - - -	-	-
ncong - - -	-	-	Creenagh - - -	-	-
nruekill - - -	-	-	Crey - - -	-	-
ly - - -	-	-	Curragha - - -	-	-
ecarrigan - - -	-	-	Derreen (Southwell) - - -	-	-
larebeg - - -	-	-	Drumad (Beirne) - - -	-	-
laremoe - - -	-	-	Drumad (Moran) - - -	-	-
ynashinnagh - - -	Leitrim - - -	Keshcarrigan.	Drumany - - -	Leitrim - - -	Moher.
erfine - - -	-	-	Drumcroman - - -	-	-
ghconway - - -	-	-	Edenavow - - -	-	-
ghscur - - -	-	-	Leitra - - -	-	-
laghaneigh - - -	-	-	Liscarban - - -	-	-
carban - - -	-	-	Moher (Gregg) - - -	-	-
bbagh - - -	-	-	Moherrevogagh - - -	-	-
an (M'Donnell) - - -	-	-	Mullaghyculleen - - -	-	-
an (Moran) - - -	-	-	Roscunnish - - -	-	-
-	-	-	Roscunnish - - -	-	-
acashlaun - - -	-	-	Annagh, Upper - - -	-	-
agh - - -	-	-	Annagh, Lower - - -	-	-
ghrim - - -	-	-	Corglass - - -	-	-
glass - - -	-	-	Cornageeha - - -	-	-
rasmaghooil - - -	-	-	Cornaguillagh - - -	-	-
mmy - - -	-	-	Cornamucklagh, North - - -	-	-
ny - - -	-	-	Cuiltia - - -	-	-
imadykey - - -	-	-	Derreenageer - - -	-	-
mhubbrid - - -	- ditto - - -	Kiltubbrid.	Derrinwillin - - -	-	-
mauweel Glebe - - -	-	-	Derrynahona - - -	-	-
imgud - - -	-	-	Druminalass - - -	-	-
mineigh Glebe - - -	-	-	Drumnafinnila - - -	- ditto - - -	Yugan.
tubbrid - - -	-	-	Drumnafinnila (Barr) - - -	-	-
trim - - -	-	-	Eden - - -	-	-
dromacrone - - -	-	-	Fahy - - -	-	-
illaun Glebe - - -	-	-	Greaghnafarna - - -	-	-
ssy - - -	-	-	Innismagrath Island - - -	-	-
ntoge Glebe - - -	-	-	Kilgarriff - - -	-	-
-	-	-	Kilmore - - -	-	-
hakilmore - - -	-	-	Largandill - - -	-	-
ghriman - - -	-	-	Tullynapurtlin - - -	-	-
llinwing - - -	-	-	Urbal - - -	-	-
llanaboy - - -	-	-	Urbal Barr - - -	-	-
llegart - - -	-	-	Ardlougher - - -	-	-
rnacranaghy - - -	-	-	Aughrim - - -	-	-
ornaroy - - -	-	-	Ballagh - - -	-	-
effier - - -	-	-	Carriekilla - - -	-	-
rumduff - - -	-	-	Carrieklom - - -	-	-
rumduff - - -	-	-	Carrigeenduff - - -	-	-
rumkeelan - - -	-	-	Cloonfadmore - - -	-	-
rumleague - - -	-	-	Cloonycattan - - -	-	-
rumgorman - - -	-	-	Corbaun - - -	-	-
rumgeaglon - - -	-	-	Corlis - - -	-	-
rumhierny - - -	- ditto - - -	Leitrim.	Corry - - -	Roscommon - - -	Aughrim, East.
rumliffin Glebe - - -	-	-	Dooneen - - -	-	-
eonbrook - - -	-	-	Drumamoodan - - -	-	-
illarcan - - -	-	-	Grange - - -	-	-
ilmaghera - - -	-	-	Kileroy - - -	-	-
nocknasawna - - -	-	-	Killinaddan - - -	-	-
eitrim - - -	-	-	Lackan - - -	-	-
isconor - - -	-	-	Lahagboy - - -	-	-
lackan - - -	-	-	Lisnanuran - - -	-	-
Iullaghsallagh - - -	-	-	Rockville - - -	-	-
ewbrook - - -	-	-	Rodeen - - -	-	-
heffield - - -	-	-	Toomore - - -	-	-
heemore - - -	-	-	Aghamore - - -	-	-
irmactiernan - - -	-	-	Ardeleckna - - -	-	-
ullylannan - - -	-	-	Bealragh - - -	- ditto - - -	Aughrim, West.
awnycurry - - -	-	-	Boyanagh - - -	-	-
-	-	-	Bryanbeg - - -	-	-
aghaginny - - -	-	-	Bryanmore - - -	-	-
ghakilbrack - - -	- ditto - - -	Moher.	-	-	-
ghnahoo - - -	-	-	-	-	-
unrevagh - - -	-	-	-	-	-
carriekaport - - -	-	-	-	-	-

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
<i>CARRICK-ON-SHANNON—continued.</i>			<i>CARRICK-ON-SHANNON—continued.</i>		
Carrownaglearagh -	Roscommon	Aughrim, West.	Danesfort -	Roscommon	Danesfort.
Carrowreagh -			Deerpark -		
Corbally, East -			Deerpark -		
Corbally, Middle -			Drishoge -		
Creaghnakirka -			Drumercool -		
Culleenrevagh -			Drumlion -		
Glebe -			Glebe -		
Gragullagh -			Killukin -		
Kilcanoran -			Knockadalteen -		
Killumod -			Knockananima -		
Lecarrow -			Lodge -		
Lishugh -			Mullaghmore -		
Lissavilla -			Rock -		
Lugateane -			Scregg -		
Moheedian -			Tullyleague -		
Pollnamoghil -	ditto	Cloonteam.	Ardlavagh -	ditto	Killukin.
Tullynahearka -			Ardchamoyle -		
Aghawaracahill -			Carroward -		
Ardanafrin -			Clooneigh -		
Ardnacroan -			Cloongownagh -		
Cartron (King) -			Cloonmaan -		
Charlestown -			Cloonskeeven -		
Clogher -			Cultyconeen -		
Cloonaveary -			Dorrery -		
Cloonfadbeg -			Inishatirra -		
Cloonteam -			Knockacorha -		
Corgullion -			Legvoy, or Gardenstown -		
Cornasleehan -			Macnadille -		
Corralara -			Meera -		
Corry -	ditto	Creeve.	Sroankeeragh -	ditto	Killummod.
Cultyconway -			Tawlaght -		
Dangan (King) -			Toormore -		
Dangan (Nugent) -			Toormartin -		
Drumcleavry -			Tumna -		
Kilbride -			Woodbrook -		
Kilmore -			Ballinvilla -		
Knockavreaneen -			Canbo -		
Lackagh -			Carrowmore -		
Liscolvan -			Carrowreagh -		
Lowfield -			Dacklin -		
Moneyduff -			Derraun -		
Moyglass -			Drumerr -		
Ratheven -			Finnor -		
Skeagh -	ditto	Danesfort.	Knockroe -	ditto	Kilmore.
Tawnaghmore -			Annagh -		
Tooloscan -			Ardgallagher -		
Two small Islands			Ballycummin -		
Assaun -			Carrowcuill -		
Attiaghygrana -			Carrowmore -		
Ballyhollaghan -			Cartron (Hartland) -		
Ballysundrivan -			Clooncommonbeg -		
Boherroe -			Clooncommonmore -		
Cartron -			Clooncoose -		
Castletown -			Cloonmeane -		
Corbally, West -			Cloonshannagh -		
Corgarve -			Cloonsillagh -		
Creevolan -			Cultyshinnoge -		
Erriblagh -			Fearagh (Caddell) -		
Lismageevoge -	ditto	Danesfort.	Fearagh (Mahon) -		
Lissadorn -			Garrymona Island -		
Martry -			Kilcock -		
Portobello -			Knocknagowna -		
Rathardeagher -			Meelick -		
Rye field, or Runnateggal -			Milltown -		
Turlagh -			Rathnarovanagh -		
Ballindrehid -			Roo -		
Ballycullen -			Rushport -		
Cartron -			Scrabbagh -		
Cordrehid -			Tully -		
Cortober -			Five small Islands		
Culleenatreen, or Flagford					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
K-CARRICK-ON-SHANNON—continued.			K-CARRICK-ON-SUIR—cont ^d .		
ghbeg - - -	Roscommon	Tumna, North.	Portnaboe - - -	Waterford	Fenoagh.
een - - -			Rath - - -		
coose - - -			Reatagh - - -		
had - - -			Tinhalla - - -		
en - - -				ditto	Glen.
enasoo - - -			Aughmore - - -		
ore - - -			Ballindysert - - -		
anilra, or Mount- le - - -			Ballingarra - - -		
atybouniff - - -			Ballyclohy - - -		
aboylan - - -			Ballynafina - - -		
abrisny - - -			Carrowclough - - -		
nlahard - - -			Carrowclough - - -		
a - - -			Carrowleigh - - -		
a - - -			Churchtown - - -		
oran - - -			Churchtownhill - - -		
ballybaun - - -			Common - - -		
small Island - - -			Glen, Lower - - -		
aghmagurtha - - -	Kilballyquilty - - -				
ghlmona - - -	Knocknacreeha - - -				
ch Hill - - -	Knockalafalla - - -				
heen - - -	Landscape - - -				
na - - -	Monadiha - - -				
ngreaghan - - -	Park - - -				
nkeen - - -	Parkbeg - - -				
graw - - -	Rathgormuck - - -				
eenannagh - - -	Ballycahane - - -	ditto	Kilmeadan.		
ygirraun - - -	Ballyvallikin - - -				
mbrick - - -	Beallough - - -				
msillagh - - -	Coolfinn - - -				
hill - - -	Curraghataggart - - -				
oria - - -	Glenhouse - - -				
leek - - -	Guilcagh - - -				
macarrill - - -	Kilmovee - - -				
ghill - - -	Knocknacrohy - - -				
gh - - -	Lahardan - - -				
ellshill - - -					
K-CARRICK-ON-SUIR:			Ballinab - - -	ditto	Mothel.
lydurn - - -	Waterford	Ballydurn.	Ballygarret - - -		
agh - - -			Ballyhest - - -		
anavee - - -			Ballyknock - - -		
clooney - - -			Ballynacurra - - -		
ockaturnory - - -			Ballynevin - - -		
rickbeg - - -			Ballyslough - - -		
olnamuck Demesne - - -			Bishopstown - - -		
olnamuck, East - - -			Coolroe - - -		
olnamuck, West - - -			Curraghduff - - -		
ragina - - -			Feddans - - -		
hanagh, North - - -	Oldgrange - - -				
hanagh, South - - -	Mothel - - -				
rravoone - - -	Clashganny - - -	ditto	Portlaw.		
anstown - - -	Clashroe - - -				
droughtaun - - -	Clonagam - - -				
eskin - - -	Coolroe - - -				
mdgap, or Ardmore - - -	Curraghmore - - -				
llyneal - - -	Killowen - - -				
dgetown - - -	Knockane - - -				
onea - - -	Lissasmuttaun - - -				
rraghphilipeen - - -	Mayfield, or Rockets Castle. - - -				
ennaphuca - - -	Mount Bolton - - -				
enstown - - -					
iluguill - - -	Ballycullane - - -	ditto	Rathgormuck.		
onminane - - -	Boolabeg - - -				
hitestown, East - - -	Boolacloghagh - - -				
hitestown, West - - -	Carrigeen - - -				
llyquin - - -	Clondonnell - - -				
ownwood - - -	Curraghduff - - -				
rraghballintlea - - -	Curraheen - - -				
urraghnagarraha - - -	Graigavalla - - -				
	Kilbrack - - -				
	Knockanaffrin - - -				
	Shanakill - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CARRICK-ON-SUIR— <i>cont^d.</i>			CARRICK-ON-SUIR— <i>cont^d.</i>		
Ballythomas - - -	Waterford	Ross.	Clashnasmut - - -	Tipperary	Newtown.
Clonmoyle - - -			Curraheen - - -		
Commons - - -			Macreany - - -		
Coolnahorna - - -			Newtown, Lower - - -		
Coolnalingady - - -			Newtown, Upper - - -		
Munsburren - - -			Poulmaleen - - -		
Ross - - -			Rathclarish - - -		
			Tiroe - - -		
Ballinderry - - -	Tipperary	{ Carrick - on - Suir.	Ballinteskine - - -	Kilkenny	Boolyglass.
Ballylynch - - -			Ballygowan (Ponsonby) - - -		
Ballynagrana - - -			Blackbog - - -		
Ballynagrana - - -			Boolyglass - - -		
Ballyrichard - - -			Brownstown - - -		
Ballyrichard - - -			Newchurch - - -		
Cloghapistole - - -			Raheenarran - - -		
Cregg - - -				- ditto - - -	Fiddown.
Deerpark - - -			Ballyglassoon - - -		
Deerparklodge - - -			Ballygowan - - -		
Figlash - - -			Cashel, or Tobernafaua - - -		
Knocknacorney - - -			Clonmore - - -		
Mainstown - - -			Corloughan - - -		
Mullagh - - -			Dowling - - -		
Tinvane - - -			Fiddown - - -		
Townparks - - -			Fiddown Island - - -		
<i>Eight Islands</i> - - -			Gortrush - - -		
			Tobermabrone - - -		
			Turkstown - - -		
Ardbane - - -	- ditto - - -	Garrangibbon.	Ashtown - - -	- ditto - - -	Muckalee.
Atty James - - -			Harristown - - -		
Ballinvir - - -			Kilmogue - - -		
Ballinruan - - -			Milltown - - -		
Ballytohill - - -				- ditto - - -	Pilltown.
Ballytohill - - -			Ardclone - - -		
Bleenaleen, Lower - - -			Ballynacronny - - -		
Bleenaleen, Upper - - -			Banagher - - -		
Brenormore - - -			Beatim - - -		
Cappagh - - -			Belline and Rogerstown - - -		
Cheesemount - - -			Brenar - - -		
Coolarkin - - -			Fanningstown - - -		
Currasilla, Lower - - -			Glenbower - - -		
Currasilla, Upper - - -			Kildalton - - -		
Croan - - -			Kilmanahin - - -		
Garranbeg - - -			Owning - - -	- ditto - - -	Templeor.
Garrangibbon - - -			Sandpits - - -		
Garrymorris - - -					
Glenacunna - - -			Ballynametagh - - -		
Glennaskagh - - -			Ballypatrick - - -		
Gortknock - - -			Brownmountain - - -		
Grangemockler - - -	- ditto - - -	Kilmurry.	Corbally - - -		
Hardbog - - -			Garryduff - - -		
Heathview - - -			Jamestown - - -		
Killinch - - -			Mullenbeg - - -		
Mangan - - -			Oldcourt - - -		
Oldcastle - - -			Raheen - - -		
Raheen - - -	- ditto - - -	Newtown.	Templeorum - - -		
Templemichael - - -			Tinnakilly - - -		
Tinlough - - -					
			Barrabehey - - -	- ditto - - -	Tubbrid.
Ballycurkeen - - -			Barnacole - - -		
Ballydine - - -			Cashel - - -		
Ballynacloona - - -			Clogga - - -		
Ballynamona - - -			Clonconey - - -		
Ballyneill - - -			Garrygaug - - -		
Ballynoran - - -	- ditto - - -	Newtown.	Graigavine - - -		
Brittas - - -			Killinaspick - - -		
Butlerstown - - -			Listrolin - - -		
Curraghadobbin - - -			Listrolin - - -		
Garryduff - - -			Monavinnaun - - -		
Lissadober - - -			Nicholastown - - -		
			Tubbrid - - -		
Ahenny - - -	- ditto - - -	Newtown.			
Ahenny, Little - - -					
Ballinurra - - -					
Ballybronoge - - -					
Castlejohn - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CARRICK-ON-SUIR—cont^d.			CASHEL—continued.		
Ballynalinagh - - -	Kilkenny	Tullahought.	Aughnagomaun - - -	All the Town- lands in this Union are in the County of Tipperary.	Ballysheehan.
Baunfree - - -			Ballykelly - - -		
Birchwood - - -			Ballymackane - - -		
Bregaun - - -			Ballytarsna (Hackett) - - -		
Corragaun (Morris) - - -			Carrow - - -		
Corragaun (Reade) - - -			Erry - - -		
Curraghmore - - -			Fussough - - -		
Curraghnadimpaun - - -			Garranmore - - -		
Glencommaun - - -			Garraun - - -		
Kilmacoliver - - -			Glasclayne - - -		
Kniceen - - -	- ditto -	Whitechurch.	Grangebeg - - -	- - -	Ballysheehan.
Knockglass - - -			Grangemore - - -		
Pollrone - - -			Marshallstown - - -		
Tullahought - - -			Newpark - - -		
			Newtown - - -		
			Raheen - - -		
			Sallsquarter - - -		
Ballyhenebery - - -					
Ballyhenebery - - -			Ashwellsot - - -		
Baugarriff - - -			Ballinamona - - -		
Castletown - - -	All the Town- lands in this Union are in the County of Tipperary.	Ardmayle.	Ballinree - - -	- - -	Cashel.
Craigie - - -			Ballyknock - - -		
Garrynerea - - -			Ballypadeen - - -		
Killonerry - - -			Boherclogh - - -		
Tibberaghny - - -			Boscabell - - -		
Whitechurch - - -			Brittas - - -		
			Camus - - -		
			Carroll's Park - - -		
			Cashel - - -		
			Castlelake - - -		
CASHEL :	- - -	Ardmayle.	Charterschool Land - - -	- - -	Cashel.
Ardmayle - - -			Clonmore - - -		
Ardmayle, East - - -			Cooperslot - - -		
Ardmayle, West - - -			Corralough - - -		
Ballydine - - -			Deansgrove - - -		
Ballymore - - -			Deerpark - - -		
Ballyroe - - -			Eastlone - - -		
Bawnmore - - -			Farranamanagh - - -		
Camus - - -			Freaghduff - - -		
Cappaghmurragh - - -			Garraun - - -		
Castlemoyle, North - - -	- - -	Ardmayle.	Georgesland - - -	- - -	Cashel.
Castlemoyle, South - - -			Green - - -		
Clareen - - -			Hore Abbey - - -		
Clonmore, North - - -			Hugheslot, East - - -		
Clonmore, South - - -			Hugheslot, West - - -		
Cloon - - -			Kilscobin - - -		
Demone - - -			Knockbulloge - - -		
Drummonaclara - - -			Knockroe - - -		
Gortnaclogh - - -			Knocksaintlour - - -		
Kilbreedy - - -			Ladyswell - - -		
Longfield - - -	- - -	Ardsallagh.	Loughfeedora - - -	- - -	Cashel.
Monalumpura - - -			Loughnafina - - -		
Skehanagh - - -			Monadreele - - -		
Slatefield - - -			Monagee - - -		
Struhane - - -			Moor - - -		
			Mountjudkin - - -		
			Owen and Biggs Lot - - -		
Annesgift - - -			Palmer's Hill - - -		
Arbourhill - - -			Pigeon Park - - -		
Ardsallagh - - -			Priceslot - - -		
Ballintemple - - -	- - -	Ardsallagh.	Rathcouan - - -	- - -	Cashel.
Ballyvadin - - -			Rathordan - - -		
Ballyvadin - - -			Scraggaun - - -		
Buffanagh - - -			Shanballyduff - - -		
Clonbrogan - - -			St. Dominick's Abbey - - -		
Coolmoyne (Fennell) - - -			St. Francis's Abbey - - -		
Coolmoyne (Taylor) - - -			St. Patrick's Rock - - -		
Curraghscarteen - - -			Spafield - - -		
Derryluskan - - -			Stonepark - - -		
Farranaleen - - -			Wallserslot - - -		
Foulkstown - - -	- - -	Ardsallagh.	Windmill - - -		
Knockbrit - - -					
Mobarnan - - -					
Magorban - - -					
Rathcool - - -					
Silverfort - - -					
Woodhouse - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASHEL--continued.	All the Town- lands in this Union are in the County of Tipperary.	Clogher.	CASHEL--continued.	All the Town- lands in this Union are in the County of Tipperary.	Clonoulty, West.
Brockagh - - -			Piercetown - - -		
Clonely - - -			Rossmore - - -		
Cloonyross (Bolton) - - -			Srahavarrella - - -		
Cloonyross (Percival) - - -			Toragh - - -		
Drumwood - - -			Westonslot - - -		
Gortaculrush - - -					
Kilcroe - - -			Ballincor - - -		
Marlow - - -			Ballinlough - - -		
Turraheen, Lower - - -			Ballygambon - - -		
Turraheen, Upper - - -			Baptistgrange - - -		
		Cloneen.	Clonacody - - -		
Ballinard - - -			Colman (Cramptmore) - - -		Colman.
Ballyhomuck - - -			Colman (Hennessy) - - -		
Ballyvadlea - - -			Jossestown - - -		
Bannixtown - - -			Killerk, North - - -		
Bawnkeal - - -			Killerk, South - - -		
Bawnmacshane - - -			Newtown - - -		
Butlersland - - -			Rathdrum - - -		
Byrneskill - - -			Rathkenty - - -		
Clorannew - - -			Sladagh - - -		
Cloranold - - -		Clonoulty, East.	Cathaganstown - - -		Cooleagh.
Friarsgrange - - -			Coolbaun - - -		
Garryankyle - - -			Cpoleagh - - -		
Gortnapisha - - -			Grangebarry - - -		
Milestown - - -			Kilbreedy - - -		
Quartercross - - -			Kilkennybeg - - -		
Raheenroe - - -			Knockanglass - - -		
Tober - - -			Lismoynan - - -		
Tullowcossaun - - -			Lismortagh - - -		
Tinnakilly - - -			Milltown (St. John) - - -		
		Clonoulty, West.	Moglass - - -		
Borheenduff - - -			Moglass - - -		
Clogher - - -			Mortlestown - - -		
Clonoulty (Churchquarter) - - -			Mountaylor - - -		
Clonoulty (Curragh) - - -			Rathmooley - - -		
Clonoulty Hill - - -			Roan - - -		
Clonyharp - - -			St. Johnstown - - -		
Clonyharp - - -					
Corbally - - -			Ballylusky - - -		Drangan.
Derrymore - - -			Ballynennan - - -		
Fana - - -			Ballynennan (Lloyd) - - -		
Garranmore - - -			Ballyrichard - - -		
Gatterstown - - -			Ballyvarra - - -		
Knockaderry - - -			Cloghateana - - -		
Laffina (Jones) - - -			Cloonyhea - - -		
Laffina (Lane) - - -			Corbally - - -		
Lisbook - - -			Knockroe - - -		
Lisheen - - -			Knockuragh - - -		
Milltown - - -		Clonoulty, West.	Kyle - - -		
Rathkennan - - -			Magowry - - -		Fethard.
Rathkennan Wood - - -			Moanvurrin - - -		
Woodford - - -			Moyne - - -		
			Newtowndrangan - - -		
			Priesttown - - -		
			Priesttown Demesne - - -		
			Prospect - - -		
			Shanakyle - - -		
Ballagh - - -			Ballybough - - -		
Ballindrummeen - - -			Barrettsgrange - - -		
Carrigeen - - -			Barrettstown - - -		
Clone - - -			Brodeen - - -		
Clonedarby - - -			Castle Higgins - - -		
Coolanga, Lower - - -			Commons - - -		
Coolanga, Upper - - -			Crampscastle - - -		
Carrow - - -			Crossard - - -		
Carrowkeale - - -			Everardsgrange - - -		
Doorish - - -			Farranshea - - -		
Drum - - -			Fehoonree - - -		
Glenough, Lower - - -			Fethard - - -		
Glenough, Upper - - -			Garrinch - - -		
Gorteennamona - - -					
Gortnagranna - - -					
Gortnaskehy - - -					
Kilmore - - -					
Monroe - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>SHEL—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		<i>CASHEL—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Glengaddy - - -	- - -	Fethard.	Ballintogher - - -	- - -	Killenaule.
Gortagea - - -			Ballintogher - - -		
Grangeduff - - -			Castlequarter - - -		
Grove - - -			Cooldine - - -		
Kilknockan - - -			Crosscannon - - -		
Knockboordan - - -			Dunguib - - -		
Knockbrack - - -			Dunguib - - -		
Madamsland - - -			Garrane - - -		
Moanbeg - - -			Graigie, Lower - - -		
Moanmore - - -			Graigie, Upper - - -		
Monypark - - -			Kilboy - - -		
Monroe - - -			Kilbrannel - - -		
Prospect - - -			Killeen - - -		
Rathavin - - -			Killenaule - - -		
Red City - - -			Knockavadagh - - -		
Rocklow - - -			Lanespark - - -		
Roebucksland - - -			Monslatt - - -		
Saucestown - - -			Rathroe - - -		
Spitalfield - - -			Springhill - - -		
Strike, Lower - - -			Springhill - - -		
Strike, Upper - - -					
Clohoge - - -	- - -	Gaile.	Attybrick - - -	- - -	Kilpatrick.
Gaile - - -			Ballintemple - - -		
Glenbane, Lower - - -			Coolacussane - - -		
Glenbane, Upper - - -			Coolbaun - - -		
Graiguenoe - - -			Drumminacroahy - - -		
Killough - - -			Dundrum - - -		
Regaile - - -			Farranavulla - - -		
Toberadora - - -			Garryduff, East - - -		
			Garryduff, West - - -		
			Goldengarden - - -		
Acrenakirka - - -	- - -	Graigie.	Gortard - - -	- - -	Kilpatrick.
Ballinattin, Lower - - -			Gortarush, Lower - - -		
Ballinattin, Upper - - -			Gortarush, Upper - - -		
Castleblake - - -			Gortussa - - -		
Graigie - - -			Gortussa - - -		
Garraun - - -			Graffin - - -		
Maginstown - - -			Graffin - - -		
Milltownbeg - - -			Kilpatrick - - -		
Milltownmore - - -			Knockroe - - -		
Mocklerstown - - -			Maudemount - - -		
Moorstown - - -	- - -	Graystown.	Mealclye - - -	- - -	Knockgraffon.
Stillimity - - -			Rossbeg - - -		
Ballaghboy - - -			Tooreen - - -		
Ballinure - - -			Tooreen - - -		
Burnchurch - - -					
Cooleagh - - -			Ballygerald, East - - -		
Derricknew - - -			Ballygerald, West - - -		
Grallagh - - -			Caddlestown - - -		
Graystown - - -			Chamberlainstown - - -		
Knockforlagh - - -			Cloghabreedy - - -		
Largoe - - -	- - -	Killeenasteena.	Donegal - - -	- - -	Magorban.
Mansergh's Hill - - -			Glennagat - - -		
Noan - - -			Graigie - - -		
			Graigie, Little - - -		
Attykit - - -			Knockgraffon - - -		
Boytonrath - - -			Knocknaquill - - -		
Carrigeen - - -			Loughkent, East - - -		
Carron - - -			Loughkent, Lower - - -		
Dogstown - - -			Loughkent, West - - -		
Farrankindry - - -			Newtown - - -		
Farranliney - - -	- - -	Killeenasteena.	Outeragh - - -	- - -	Magorban.
Hillslet - - -			Springfield - - -		
Garranlea - - -			Tooloone - - -		
Killeenasteena - - -			Whiteland - - -		
Knockaunaveigh - - -			Woodinstown - - -		
Lalorslet - - -					
Marl Hill - - -			Ballycomisk - - -		
Rahinaghmore - - -			Ballyduagh - - -		
Racecourse - - -			Ballyduagh - - -		
Racecourse Demesne - - -			Ballyfowloo - - -		
Rockwell - - -	- - -		Ballyheens - - -	- - -	
Templenoe - - -			Ballyherberry - - -		
			Brickendown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASHEL—continued.	All the Town- lands in this Union are in the County of Tipperary.		CASHEL—continued.	All the Town- lands in this Union are in the County of Tipperary.	
Caherbaun - - -			Knockantemple - - -		
Coleraine - - -			Lowesgreen - - -		
Curraghtarsna - - -			Railstown - - -		
Dually - - -			Railstown - - -		
Kilballyherberry - - -			Rathmacarty, East - - -		
Kilconnell - - -			Rathmacarty, West - - -		
Killistafford - - -			Rathsallagh - - -		
Kilpheak - - -			Rosegreen - - -		
Kilsallagh - - -			Tullamain - - -		
Lyonstown - - -		Magorban.	Tullamain - - -		
Meldrum - - -					
Mocklershill - - -					
Monameagh - - -					
Railstown - - -			CASTLEBAR:		
Rathbrit - - -			Aghaloonteen - - -		
Rathclogh, North - - -			Ballyduffy - - -		
Rathclogh, South - - -			Ballymacredmond - - -		
Stephenstown - - -			Ballymoyock - - -		
Stephenstownbeg - - -			Carrickbarrett - - -		
			Carrowkeel - - -		
Ballinree - - -			Carrowskeheen - - -		
Ballysheehan - - -			Cartron - - -		
Farranavarra - - -			Cuilkillen - - -		
Garryard - - -			Cum - - -		
Gortmakellis - - -			Doonbredia - - -		
Nodstown - - -		Nodstown.	Doonbredia Mountain - - -		
Nodstown, North - - -			Glenavenew - - -		
Nodstown, South - - -			Islandmore - - -		
Peake - - -			Knockfarnaght - - -		
Synone, or Castlequarter - - -			Knockmaria or Adder- goole - - -		
Thurlesbeg - - -			Lahardaun - - -		
			Lecarrow - - -		
Ballinamona - - -			Massbrook, Lower - - -		
Ballygarrane - - -			Massbrook, South - - -		
Ballywalter - - -			Massbrook, Upper - - -		
Bishopswood - - -			Tawnagh - - -		
Clonaspoe - - -			Terrybaun - - -		
Clonkelly - - -		Oughterleague.	Terryduff - - -		
Cumask - - -			Tobernaveen - - -		
Killenure - - -			Tonacrock - - -		
Kilmore, Lower - - -					
Kilmore, Upper - - -			Ardboley, North - - -		
Knockavilla - - -			Ardboley, South - - -		
Lisloran - - -			Balla - - -		
			Ballinagran - - -		
Carrigeen - - -			Ballintleva - - -		
Coolanure - - -			Ballyclogher - - -		
Coolmore - - -			Ballykerrigan - - -		
Curraheen - - -			Ballymackeogh - - -		
Gorteenishamrogue - - -			Ballymacdoughlin - - -		
Higginstown - - -			Ballyrourke - - -		
Knockkelly - - -		Peppardstown.	Brees - - -		
Peppardstown - - -			Carrowgarve - - -		
Rathkenny - - -			Carrownahaun - - -		
Saucestown - - -			Carrowntober Oughter - - -		
Slainstown, North - - -			Cartron - - -		
Slainstown, South - - -			Cregg - - -		
Tinnakilly - - -			Derrowelbeg - - -		
			Doorós - - -		
Ballydoyle - - -			Drumadoon - - -		
Bawnatanvoher - - -			Drumloughra - - -		
Blackcastle - - -			Garhawnagh - - -		
Bullockpark - - -			Heathlawn - - -		
Clashalaher - - -			Knocknamoghalaun - - -		
Coolmoynes - - -		Tullamain.	Lagaturrin - - -		
Garryandrew, North - - -			Lagnamuck - - -		
Garryandrew, South - - -			Lakill - - -		
Glennasland - - -			Legaun - - -		
Kilbragh - - -			Lisnolan - - -		
Kilbragh - - -			Moat - - -		
			Monard - - -		
			Pollavaddy - - -		

UNION AND OWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CASTLEBAR—continued.</i>	All the Town- lands in this Union are in the County of Mayo.	Balla.	<i>CASTLEBAR—continued.</i>	All the Town- lands in this Union are in the County of Mayo.	Ballinafad.
son, East - - -			Loughpark - - -		
son, North - - -			Parknashingaun - - -		
son, South - - -			Peenoge - - -		
dhuff - - -			Roslahan, Lower - - -		
dhuff - - -			Roslahan, Upper - - -		
sh Hill - - -			Shanrawy - - -		
uttanagh - - -			Stonepark - - -		
vnaghmore - - -			Tullybeg - - -		
			Tullymore - - -		
			Walshpool - - -		
linalecka - - -		Ballyhean.	Ara - - -		Bellavary.
lintober - - -			Aghalusky - - -		
lynagarha - - -			Atticahill - - -		
rowclogher - - -			Ballyart - - -		
onaghmore - - -			Bellavary - - -		
onconragh, East - - -			Boyogonnell - - -		
onconragh, West - - -			Breandrum - - -		
gaula - - -			Boleyard - - -		
ol Lodge - - -			Carrowconnell - - -		
oley - - -			Carrowmaccloughlin - - -		
nnaker - - -		Ballynagoraher.	Carrownacross - - -		Bellavary.
rryadda - - -			Carrownaraha - - -		
umneenbeg - - -			Carrowroger - - -		
umneenmore - - -			Cashel, Lower - - -		
ew - - -			Cashel, Upper - - -		
oturk, Lower - - -			Corraun - - -		
aturk, Upper - - -			Danganmore - - -		
ockagreenun - - -			Gurraunard - - -		
ockanerrew - - -			Knockatemple - - -		
ockaraha - - -			Knockavrony - - -		
ockmoyleen - - -		Ballinafad.	Knocksaxon - - -		
ecunnell - - -			Lack, East - - -		
macurley - - -			Lack, West - - -		
ngarraun - - -			Laghtavarry - - -		
ehanagh, Lower - - -			Park - - -		
			Redhill - - -		
			Strade - - -		
			Toormore, East - - -		
			Toormore, West - - -		
			Bellavary Town - - -		
llyknock - - -		Ballinafad.	Ahanroe - - -		Breaghwy.
ggy - - -			Ballaghfarna - - -		
ghadoon - - -			Ballycarra - - -		
heenaun - - -			Ballykill, Lower - - -		
leyglass - - -			Ballykill, Upper - - -		
oghbrackfar - - -			Ballyshane - - -		
oghbracknear - - -			Barney - - -		
ilmullagh - - -			Breaghwy - - -		
urraghmore - - -			Carheens - - -		
erryfadda - - -			Carn - - -		
errymartin - - -		Ballinafad.	Carrick Hill - - -		
onaroya - - -			Carrownurlaur - - -		
vally - - -			Clogherowan - - -		
ellawarla - - -			Cloonagh - - -		
ughlish - - -			Cloonaghduff - - -		
			Cloonaghmore - - -		
			Cloonlynchaghaun - - -		
			Corratanvally - - -		
			Cottage - - -		
			Cregganavar - - -		
edcorkey - - -		Ballinafad.	Curranry - - -		
allinafad - - -			Derreen - - -		
allinlassa - - -			Deerpark, Lower - - -		
ownhall Demesne - - -			Deerpark, Upper - - -		
astlelucas - - -			Demesne - - -		
oonflynn - - -			Doogary - - -		
oghanlucas, North - - -			Drumminracahill - - -		
oghaunageeragh - - -			Drumaleheen - - -		
ornamonaster - - -			Elmhall - - -		
ornahavoley - - -			Glebe - - -		
orvickremon - - -					
millare - - -					
urryeallaun - - -					
ortaphuill - - -					
weeshadan - - -					
ollowpark - - -					
mocknaveagh - - -					
ecarrow - - -					
oonabeg - - -					
oonamore - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEBAR—continued.	All the Town- lands in this Union are in the County of Mayo.		CASTLEBAR—continued.	All the Town- lands in this Union are in the County of Mayo.	
Abally - - -			Gort - - -		
Abloor, West - - -			Illanee - - -		
Abpaghcharnaun - - -			Illangub - - -		
Abonrooeel - - -			Illanullgue - - -		
Abavagh - - -			Illanneill - - -		
Abentragh - - -			Knockaglana - - -		
Abrew - - -			Largan - - -		
Abrew, Old - - -			Laughill - - -		
Abrynacannana - - -			Levallinree - - -	- - -	Pontoon.
Abcryoran - - -			Loosky Island - - -		
Abumneen - - -			Ross, East - - -		
Abavally, East - - -	- - -	Killavally.	Ross, West - - -		
Abavally, West - - -			Shanvoley - - -		
Abawullaun, East - - -			Sheeans - - -		
Abawullaun, West - - -			Tawnykinaff - - -		
Abawullaun Mountain - - -					
Abertaun - - -			Ballinvilla - - -		
Ablerhill - - -			Ballinvoash - - -		
Abat - - -			Ballyquin - - -		
Abillawaddy - - -			Ballyneggin - - -		
Abins - - -			Ballynew - - -		
Abaderrew - - -			Bellanierin - - -		
Ababaun - - -			Breandrum, or Windsor - - -		
			Cappagh - - -		
Abinkoe - - -			Capparanny - - -		
Ablygcommon - - -			Cappavicar, North - - -		
Abtrackland - - -			Cappavicar, South - - -		
Abhoge - - -			Carrowkeel - - -		
Abarris - - -			Carrownaltore - - -		
Aborrowkeel - - -			Cloghadockan - - -		
Aborrowmore - - -			Clogher - - -		
Aborrowtober, Eighter - - -			Cloonkesh - - -		
Aboghboley - - -			Cloontubbrid - - -		
Abaghanboy - - -			Cloonnagleragh - - -		
Abreen - - -			Derrynacross - - -		
Abumcorrabaun - - -			Derrynamraher - - -	- - -	Turlough.
Abundoogh - - -			Derrynamuck - - -		
Abumganagh, East - - -			Drumask - - -		
Abumganagh, West - - -			Drumdaff - - -		
Abumnaslooeen - - -			Erriff - - -		
Abeeve - - -			Gortnafolla - - -		
Abortlahan - - -			Killard - - -		
Abaffy - - -	- - -	Manulla.	Knockanour - - -		
Abelkill - - -			Leckneen - - -		
Abelloges, New - - -			Lugganashlere - - -		
Abelloges, Old - - -			Lugnavaddoge - - -		
Abilleen - - -			Meelick - - -		
Abilmacrade - - -			Monument Park - - -		
Abilknock - - -			Mount Gregory - - -		
Abnockmore, Eighter - - -			Rockfield - - -		
Abnockmore, Oughter - - -			Sallagher - - -		
Abakeland, Upper - - -			Shinnagh - - -		
Abakeland, Lower - - -			Sranalee - - -		
Abecarrow - - -			Tawnylaheen - - -		
Abasaniska - - -			Tawnylaheen - - -		
Abanulla - - -			Turlough - - -		
Abiddletown - - -					
Aboyhenna - - -			Balloor, East - - -		
Abathredmond - - -			Barnakilleen - - -		
Abinnahulty - - -			Baunoges - - -		
Abiddernagh - - -			Carn - - -		
			Cartronbower - - -		
Abtiappleton - - -			Cranmore - - -		
Abunduvowen - - -			Derreenascooba - - -		
Abrillaun - - -			Derrindaffderg - - -	- - -	Tawnynagry.
Abumlin - - -			Derrindaffderg Commons - - -		
Abunnagher, North - - -	- - -	Pontoon.	Develeash, East - - -		
Abunnagher, South - - -			Develeash, West - - -		
Aberreens - - -			Drumminroe, East - - -		
Aberrylick - - -			Drumminroe, West - - -		
Abreaghillan - - -			Kiltarsaghaun - - -		
Abarraghill - - -			Kinnewry - - -		
Abreenans - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
CASTLEBAR— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo.	Tawnynagry.	CASTLEBLAYNEY:		
Maumeen - - -			Annaglogh - - -	Monaghan	Annayalla.
Skehahagh - - -			Annayalla - - -		
Skehanagh, Upper - - -			Cashel - - -		
Tawnynagry - - -			Coolartragh - - -		
Church Island - - -			Cornahoe, Upper - - -		
Mearing Island - - -			Croaghan - - -		
One Island - - -			Drumgallan - - -		
			Glasdrumman, East - - -		
Ballydavock - - -			Latnakelly - - -		
Burnafaunia - - -			Lemgare - - -		
Carrowjames - - -			Lisdrumgormley - - -	ditto	Ballybay.
Carrowkeel - - -			Lisnagreeve - - -		
Carrowmore, North - - -			Tassan - - -		
Carrowmore, South - - -			Tattyreagh, North - - -		
Cartronstanton - - -			Tonagh - - -		
Castleburke - - -					
Catfort - - -			Acres - - -		
Clogher - - -		Clogher.	Agheraline - - -		
Cloonboorhy - - -			Annaneese - - -		
Corrabaun - - -			Balladian - - -		
Curraghmore - - -			Corbrack - - -	ditto	Bellatrain.
Curry - - -			Corfad - - -		
Doonnamona - - -			Corkeeran - - -		
Dromore - - -			Cornamucklaglass - - -		
Drum or Knockatemple - - -			Corrabofin - - -		
Drumcorrabaun - - -			Corrybrannan - - -		
Drumdrishaghaun - - -			Derrynaloobinagh - - -		
Drummeenavaddoge - - -			Derryvally - - -		
Fortlawn - - -			Drumar - - -		
Glasgort - - -			Drumgrole - - -		
Glasmansally - - -			Drumbillagh - - -	ditto	Broomfie
Killeen - - -			Drummuck - - -		
Knockboy - - -			Edenaneane - - -		
Lisblowick - - -			Knappagh - - -		
Lisrobert - - -			Knocknamaddy - - -		
Lassalacaun - - -			Laragh - - -		
Newtown - - -			Monantin - - -		
Pollalena - - -			Shantonagh - - -		
Rusheen, or Thomastown - - -					
Bird Island - - -			Aghmakerr - - -		
Lady's Island - - -			Beagh - - -	ditto	Broomfie
			Dooraa - - -		
Ardcloon - - -			Drumillard - - -		
Ashbrook - - -			Rebane - - -		
Ballingarden - - -			Reduff - - -		
Ballygarraff - - -			Shantonagh - - -		
Ballylahan - - -			Tooagh - - -		
Carrowcastle - - -			Tullyglass - - -		
Carrowgowan - - -			Tullyrain - - -		
Caurans, Lower - - -					
Caurans, Upper, or - - -			Aghadreenan - - -	ditto	Broomfie
Oughterard - - -			Aghnafarcán - - -		
Cloonconlan - - -			Agheeshall - - -		
Cloonconra - - -			Ardkirk - - -		
Cornanaff - - -			Brackagh - - -		
Derreenyanimna - - -			Coolskeagh - - -		
Derryvulcaun - - -			Cornahawla - - -		
Fisherhill - - -		Strade.	Cornagall - - -		
Gorteen - - -			Corragary, or Sruel - - -		
Grallagh - - -			Corrateean - - -		
Knockagarraun - - -			Corravoo - - -	ditto	Broomfie
Knockafall - - -			Corrinary - - -		
Knocknakillen - - -			Drumavaddy - - -		
Knockshanbally - - -			Drumganus, Lower - - -		
Longfield - - -			Drumganus, Upper - - -		
Muckanagh - - -			Drumgoose - - -		
Oughtagh - - -			Drumgristin, Lower - - -		
Pollagh - - -			Drumharrieff, North - - -		
Rathrushel - - -			Drumlandrick - - -		
Tawnaghbeg - - -			Fincarn - - -		
Treanybrogaun - - -					
Two Islands - - -					

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CASTLEBLAYNEY—continued.</i>			<i>CASTLEBLAYNEY—continued.</i>		
Gorteens - - -	Monaghan	Broomfield.	Cornalough - - -	Monaghan	Castleblayney.
Kednagullion - - -			Corragarta - - -		
Knockreagh, Lower - - -			Crane Island - - -		
Lackafin - - -			Derrycreevy - - -		
Lisagore - - -			Drumaliss - - -		
Lisaguill - - -			Drumcrew - - -		
Maghernakill - - -			Drumillard, Big - - -		
Monygorbet - - -			Drumillard, Little - - -		
Toome - - -			Formil - - -		
Tullanacrunat, North - - -			Killicard - - -		
Tullanacrunat, South - - -			Killegola - - -		
Camly (Ball) - - -	Armagh	Camly.	Kinnagin - - -	Monaghan	Castleblayney.
Camly (Macullagh) - - -			Knockavolis - - -		
Carrickacullion - - -			Moraghy - - -		
Dorsy (Carum O'Han- lon), or Roxborough - - -			Mullaghanees - - -		
Dorsy (Hearty) - - -			Onomy - - -		
Dorsy (Mullaghglass) - - -			Otter Island, South - - -		
Drumaltnamuck - - -			Tattycare - - -		
Dorsy (Macdonald), or Carrickrovaddy - - -			Tory Island - - -		
Carrickaslane - - -	Monaghan	Carrickaslane.	Tullanacrunat - - -		
Cooleadargan - - -			Tullyskerry - - -		
Corracloghan - - -			Tullyvin - - -		
Corratanty - - -			White Island - - -		
Corrinshigo - - -			White's Island - - -		
Corrintra - - -			Churchill - - -	- ditto - -	Church Hill.
Creaghanroe - - -			Crane Island - - -		
Drumquill - - -			Dromore - - -		
Erryroo - - -			Drumacoon - - -		
Grig - - -			Drumagelvin - - -		
Killycracken - - -			Drumakill - - -		
Lislanly - - -			Drumleek, North - - -		
Lurganboy - - -			Drumleek, South - - -		
Modeese - - -			Errybane - - -		
Moneyvolan - - -			Formil - - -		
Muldrumman - - -			Garmany's Island - - -		
Mullaghduff - - -			Harper's Blind Island - - -		
Tullinearly - - -			Lisdenny - - -		
Tullynagrow - - -			Longfield - - -		
Tullynamalra - - -			Lurganmore - - -		
Aghakista - - -	- ditto - -	Carrickatee.	Moy - - -		
Annahaia - - -			Oram - - -		
Brackly - - -			Otter Island, North - - -		
Carrickatee - - -			Skerrymore - - -		
Crossduff - - -			Tullintlisny - - -		
Formil - - -			Tullycollive - - -		
Gragarnagh - - -			Tullycoora - - -		
Lattacrom - - -			Tullyharnet - - -		
Lisduff - - -			Tullynahattina - - -		
Lurgachamlough - - -			Tullyrahan - - -		
Tievalany - - -	- ditto - -	Castleblayney.	Tullyvanus - - -		
Tossy - - -			Carran - - -	Armagh	Cloghoge.
Ullinagh - - -			Cloghoge - - -		
Annadrumman - - -			Cregganduff - - -		
Annagleve - - -			Freeduff - - -		
Annahale - - -			Tullynavale - - -		
Annalittin - - -			Anveyerg - - -	Monaghan	Creeve.
Annyart - - -			Carcaghbane - - -		
Black Island - - -			Carnaveagh - - -		
Bree - - -			Agnaskew - - -		
Carrickagarvan - - -			Carrickaldragh - - -		
Cavanaguillagh - - -			Carrickaveilty - - -		
Clonavogy - - -			Cooltrim - - -		
Concra - - -			Corlea - - -		
Connabury - - -			Cortaghart - - -		
			Creeve - - -		
			Drumcreeghan - - -		
			Drumgor - - -		
			Garrybane - - -		
			Garryduff - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEBLAYNEY—continued.			CASTLEBLAYNEY—continued.		
Kilkit - - -	Monaghan	Creeve.	Aughanduff - - -	Armagh	Dorsy.
Lackan - - -			Cashel - - -		
Mullananalt - - -			Dorsy - - -		
Mullanary Cortannel - - -			Tullyogallaghan - - -		
Roo - - -			Tullyvallon (Hamilton), East - - -		
Sra - - -			Tullyvallon (Hamilton), West - - -		
Drumhillagh - - -			Tullyvallon (Macullagh) Tullyvallon (Tipping), East - - -		
Lisdrumcleve - - -			Tullyvallon (Tipping), West - - -		
Billeady - - -			Ummeracam (Ball), North - - -		
Brackagh - - -			Ummeracam (Ball), South - - -		
Clare Oghill - - -			Ummeracam (Johnston) Ummerinvore - - -		
Cloghan - - -			Cabragh - - -		
Clonaneor - - -	- ditto -	Cremartin.	Carrickinare - - -	Monaghan	Greagh.
Coolmannan - - -			Clogher - - -		
Corderrybane - - -			Cornahoe - - -		
Corderryduff - - -			Drumgarra - - -		
Cordevlis - - -			Drumguillew, Lower - - -		
Corlagen, South - - -			Drumguillew, Upper - - -		
Corlealackagh - - -			Drumhawan - - -		
Corleanamaddy - - -			Drumlane - - -		
Cornamucklagh, South - - -			Dunmaurice - - -		
Corrakeen - - -			Edenanay - - -		
Corryloan - - -			Greagh - - -		
Cremartin - - -			Shane - - -		
Crinkill - - -	Armagh	Crossmaglen.	Terrygreeghan - - -	- ditto -	Laragh.
Dernaglug - - -			Tonyglassan - - -		
Derryisland - - -			Binmore - - -		
Devlin - - -			Boraghy - - -		
Doohamlat - - -			Carcaghdoo - - -		
Drumgristin - - -			Cooltrimegish - - -		
Dunfelimy - - -			Coose - - -		
Garradevlin - - -			Cornacarrow - - -		
Killycrom - - -			Lagan - - -		
Lackagh - - -			Laragh - - -		
Monagor - - -			Lattonfasky - - -		
Oghill - - -			Lurgangreen - - -	Armagh	Lisleitrim.
Rausker - - -			Tullynahinnera - - -		
Rossollas - - -			Tullynamalra - - -		
Sheetrim - - -			Tullynanegish - - -		
Tattyreagh, South - - -			Altnamackan - - -		
Tonyglassan - - -			Ballynarea - - -		
Tonyscallan - - -			Cortamlat - - -		
Toome - - -			Drumlougher - - -		
Tullycarragh - - -			Kiltybane, or Lisleitrim Mullaghduff - - -		
Ballynaearry - - -	- ditto -	Cullyhanna.	Skerriff (Tichburn) - - -		
Carrickamone - - -			Skerriff (Trueman) - - -		
Clarbane - - -			Annaghgad - - -	- ditto -	Moybane.
Cornahove - - -			Cappagh - - -		
Greenkill - - -			Claranagh - - -		
Cregganbane Glebe - - -			Clonalig - - -		
Creevekeeran - - -			Drumboy - - -		
Crossmaglen - - -			Drummuck - - -		
Cullaville - - -			Drummuckavall - - -		
Drumbally - - -			Lissaraw - - -		
Drumgose - - -			Liscalgat - - -		
Glasdrummanaghy - - -			Moybane - - -		
Lisamry - - -			Sheiland - - -		
Loughross - - -	- ditto -	Cullyhanna.	Annaghgad - - -		
Monaguillagh - - -			Cappagh - - -		
Monog - - -			Claranagh - - -		
Rathkeelan - - -			Clonalig - - -		
Tullyard - - -			Drumboy - - -		
Urcher - - -			Drummuck - - -		
Annaghmare - - -			Drummuckavall - - -		
Corliss - - -			Lissaraw - - -		
Cullyhanna, Big - - -			Liscalgat - - -		
Cullyhanna, Little - - -			Moybane - - -		
Sheetrim - - -			Sheiland - - -		
Teer - - -					
Teer Island - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.		
ASTLEBLAYNEY—continued.			CASTLECOMER—continued.				
Aghnadamph - - -	Monaghan	Mullyash.	Drumgoole - - -	All the Town- lands in this Union are in the County of Kilkenny.	Castlecomer.		
Alsmeed - - -			Glebe - - -				
Comaghy - - -			Gorteen - - -				
Doocharn - - -			Kill - - -				
Drollagh - - -			Kiltown - - -				
Drumacrib - - -			Knockanaddoge - - -				
Knocknaneen - - -			Loan - - -				
Liseen - - -			Moneenroe - - -				
Loughbrattoge - - -			Moyhora - - -				
Lurganearly - - -			Skehana - - -				
Mullyash - - -			Smithstown - - -				
Tattintlieve - - -			Toortane - - -				
Tavanaskea - - -			Uskerty - - -				
Tomogrow - - -	Armagh	Newtown Ha- milton.	Clogharinka - - -	Clogharinka.			
Tullintrat - - -			Coolraheen - - -				
Tullycaghny - - -			Coolraheen, North - - -				
Tullynageer - - -			Coolraheen, South - - -				
Tullyvallon - - -			Gaulstown - - -				
			Knockmajor - - -				
			Wildfield - - -				
			Wildfield - - -				
ASTLECOMER:			Byrnesgrove - - -		Kilmacar.		
Ballyoskill - - -			All the Town- lands in this Union are in the County of Kilkenny.			Attanagh.	Commons - - -
Ballyoskill - - -							Connahy - - -
Castlemarket - - -							Coolnambrisklaun, or
Castlemarket, East - - -							Coolnacoppoge - - -
Castlemarket, West - - -	Kilmacar - - -						
Earls garden - - -	Maudlin - - -						
Earls garden - - -	Moyne - - -						
Firoda, Upper - - -	Rathkyle - - -						
Glenmagoo, or Firoda	Sleeven - - -						
Lower - - -	Tinalintan - - -						
Loughill - - -	Tomakeany - - -						
Loughill - - -	Toorbeg - - -						
Loughill - - -	Toormore - - -						
Nicholastown - - -	Ballyragget.	Ballyragget.	Coan, East - - -	Mothell.			
Rathgarry - - -			Coan, West - - -				
			Coolcullen - - -				
Ballymartin - - -			Corbetstown - - -				
Ballynalacken - - -			Crossybrennan - - -				
Ballyragget - - -			Damerstown, East - - -				
Coole - - -			Damerstown, West - - -				
Donaghmore - - -			Dysart Glebe - - -				
Finnan - - -			Esker - - -				
Garranaguilly - - -			Inchabride - - -				
Gorteenara - - -			Julianstown - - -				
Knockroe - - -			Killecollan - - -				
Moatpark - - -			Lisnafunshin - - -				
Oldtown - - -	Maudlin - - -						
Rathduff - - -	Muckalee - - -						
Russellstown - - -	Newtown - - -						
Sraleagh - - -	Scanlansland - - -						
Tinnalintan - - -	Tomascotha - - -						
	Webbsborough - - -						
Aghamuckey - - -	Castlecomer.	Castlecomer.	CASTLEDERG:		All the Town- lands in this Union are in the County of Tyrone.		
Ardra - - -			Bomackatall, Lower - - -				
Aughatubbrid, or Chats- worth - - -			Bomackatall, Upper - - -				
Ballycomy - - -			Drumgallan - - -				
Ballyhimmin - - -			Ednashanlaght - - -				
Ballylinnen - - -			Kilmore (Irvine) - - -				
Castlecomer - - -			Kilmore (Robinson) - - -				
Clashduff - - -			Kirlish - - -				
Clashduff, Lower - - -			Tullyard - - -				
Clashduff, Upper - - -							
Clogh - - -							
Cloneen - - -							
Coolbaun - - -							
Coolnaleen - - -							
Croghteneclogh - - -							
Crut - - -							
Donaguile - - -							

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEBERG—continued.	All the Town- lands in this Union are in the County of Tyrone.	Castlebane.	CASTLEBERG—continued.	All the Town- lands in this Union are in the County of Tyrone.	Corgary.
Carncorran Glebe - - -			Fifth Corgary, or First Croagh - - -		
Carrickadartan - - -			First Corgary - - -		
Castlebane - - -			Meenablagh, or Fourth Corgary - - -		
Coolnacrunaght - - -			Meenagrogan - - -		
Drumnabey - - -			Meenakeeran - - -		
Garvetagh, Lower - - -			Mullyfabeg - - -		
Garvetagh, Upper - - -			Mullyfamore - - -		
Golan (Adams) - - -			Second Corgary - - -		
Golan (Hunter) - - -			Sixth Corgary, or Second Croagh - - -		
Golan (Sproul) - - -			Slievedoo - - -		
Kilreal, Lower - - -			Sraghcumber - - -		
Kilreal, Upper - - -			Third Corgary - - -		
Knockbrack - - -			Tullycar - - -		
Spamount - - -					
Uppertlird - - -					
Ballylennan (Mercer) - - -		Castleberg.	Collow - - -		Drumquin.
Ballylennan (Scott) - - -			Curraghmulkin - - -		
Berrysfort - - -			Dooish - - -		
Bridgetown - - -			Drummenagh - - -		
Castlegore - - -			Drumquin - - -		
Castlesessagh - - -			Drumsra - - -		
Churchtown - - -			Dunnaree - - -		
Craigmonaghan (Fun- ston) - - -			Lisky Glebe - - -		
Craigmonaghan (Nelson)					
Creedy, Lower - - -			Aghamore - - -		Killen.
Creedy, Upper - - -		Clare.	Aghascreebagh - - -		
Freughlough - - -			Aghnahoo - - -		
Kilcroagh - - -			Altgolan - - -		
Mount Bernard - - -			Carrickaholten - - -		
			Creeduff - - -		
Aghakinmart - - -			Drummahon - - -		
Ardbarren, Lower - - -			Edenasop - - -		
Ardbarren, Upper - - -			Edenreagh - - -		
Backhill - - -			Ganvaghan (Hemphill) - - -		
Binnawooda - - -			Ganvaghan (Kyle) - - -		
Bolaght - - -			Ganvaghan (Semple) - - -		
Bullock Park - - -			Killen, Far - - -		
Clare More - - -			Killen, Near - - -		
Clare, Upper - - -			Learmore - - -		
Coolcreaghy - - -			Leitrim - - -		
Coolnaherin, Park - - -			Meencarriga - - -		
Lettercarn - - -			Meenclogher - - -		
Lisleen - - -		Clunahill.	Munie - - -		Killeter.
Meencargagh - - -			Seraghy - - -		
Shanog - - -			Seralea - - -		
Annaghalough - - -			Aghalougher - - -		
Carradoo Glebe - - -			Aghalunny - - -		
Carradowa Glebe - - -			Athabryanmore - - -		
Carrick - - -			Ballymongan - - -		
Carrickbwee Glebe - - -			Crighdenis - - -		
Clunahill Glebe - - -			Crighshane - - -		
Coolavannagh - - -			Crillyshill - - -		
Cornashesk - - -			Essan - - -		
Curragh Glebe - - -			Glebe - - -		
Drumnamalra - - -			Glebe - - -		
Drumowen - - -			Golandun (Dolan) - - -		
Garrison Glebe - - -			Golandun (M'Hugh) - - -		
Gortnasool Glebe - - -			Gortnagross - - -		
Marrock Glebe - - -			Killeter - - -		
Meenadoan - - -			Magherakeel - - -		
Meenaheery Glebe - - -			Meenafergus - - -		
Meenmossogue Glebe - - -			Meenamullan - - -		
Prughlish - - -			Seegronan - - -		
Tully - - -			Shanaghy - - -		
			Speerholme - - -		
Aghyaran - - -		Corgary.	Tievenameenta - - -		
Altamullan - - -			Tulnashane - - -		
Clagernagh - - -			Woodside - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEBERG—continued.			CASTLEREA—continued.		
Cavan - - - -	Tyrone - -	Lisnacloon.	Curraghard - - -	Roscommon -	Artagh, North.
Dartans - - - -			Derry - - - -		
Oreenan - - - -			Figh - - - -		
Willelean - - - -			Kilrooan - - - -		
Legatonegan - - -			Kiltytranks - - -		
Lisnacloon - - - -			Kiltymaine - - -		
Mournbeg - - - -			Lissydale - - - -		
Pulleyernan - - -			Roosky - - - -		
Ballyfolliard - - -	- ditto - -	Listymore.	Ballyglass, West - -	- ditto - -	Artagh, South.
Crew, Lower - - - -			Breanamore - - - -		
Crew, Upper - - - -			Caher - - - -		
Dunrean - - - -			Carrowbehy - - - -		
Erganagh - - - -			Cloonagh - - - -		
Fyfin - - - -			Cloondart - - - -		
Clenglush - - - -			Cloonbunny - - - -		
Listymore - - - -			Cloonmaul - - - -		
Lurganboy - - - -			Corracommeen - - -		
Priestsessagh - - -			Derreenamackaun - -		
Archill - - - -	- ditto - -	{ Magheracreggan.	Derrinea - - - -	- ditto - -	
Ballynaloan - - - -			Derrylahan - - - -		
Cavandarragh - - -			Drummad - - - -		
Creedy - - - -			Errit - - - -		
Deerygoon - - - -			Glebe, West - - - -		
Drumclamph - - - -			Gortaganny - - - -		
Magheracreggan - - -			Kilroddan - - - -		
Magheralough - - -			Lecarrow - - - -		
Ratyn - - - -			Meelick - - - -		
Scarvagherin - - -			Tully - - - -		
Whitehouse - - - -			Urrassaun - - - -		
Ardarver - - - -	- ditto - -	{ Magheranageeragh.	Ardkill - - - -	Mayo - - -	{ Ballaghaderreen.
Carndreen - - - -			Bollaghaderreen - -		
Carnoughter - - - -			Ballymaging, or Castle- more - - - -		
Carracoggan - - - -			Ballyoughter - - -		
Common - - - -			Barnaboy - - - -		
Garvagh - - - -			Bockagh - - - -		
Garvagh (Blane) - -	- ditto - -	{ Magheranageeragh.	Boghtaduff - - - -	- ditto - -	
Garvagh (Pullans) -			Bohalas - - - -		
Laghtfoggy - - - -			Brogher - - - -		
Laghtmorris - - - -			Calreagh, Lower - -		
Lislaire - - - -			Calreagh, Upper - -		
Magheranageeragh -			Cashelard - - - -		
Mullanabreen - - -	- ditto - -	West Longfield.	Cashelcolaun - - -	Roscommon -	Cloonflower.
Trienamongan - - -			Cloonavullaun - - -		
Ally - - - -			Coolaghtane - - - -		
Barravey - - - -			Crunaun - - - -		
Billary - - - -			Currinah - - - -		
Carrickaness - - - -			Derrynacross - - -		
Castleraig - - - -	- ditto - -	West Longfield.	Derrynagur - - - -	- ditto - -	
Cavansallagh - - -			Derrynanaff - - -		
Curraghmacall - - -			Doogary - - - -		
Hill Head - - - -			Doogary - - - -		
Killen - - - -			Drummalassan - - -		
Killown - - - -			Friar's Hill - - - -		
Lackagh - - - -	- ditto - -	West Longfield.	Glebe - - - -	- ditto - -	
Meenacloy - - - -			Gortanure - - - -		
Meenbog - - - -			Hawksford - - - -		
Sloughan - - - -			Ishlaun - - - -		
Willmount - - - -			Kilcolman - - - -		
			Kilkeeran - - - -		
CASTLEREA:			Killadangan - - - -	Roscommon -	
Aghalustia - - - -	Roscommon -	Artagh, North.	Kilvanloon - - - -		
Carrownaknockaun -			Knockanacanny - - -		
Cloonacolly - - - -			Pollboy - - - -		
Cloonargid - - - -			Tonregee - - - -		
Clooncagh - - - -			Toomanagh - - - -		
Cloontowart - - - -			Annaghmaghera - - -		
Corracoggil, North -	- ditto - -		Breanabeg - - - -	Roscommon -	
Corracoggil, South -			Cloonaff - - - -		
Creedy - - - -			Cloonalis - - - -		
			Cloonbonniff - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEREA—continued.			CASTLEREA—continued.		
Clooncan - - -	Roscommon	Cloonfower.	Corrastoona more - - -	Roscommon	Ballintober.
Clooncoose, North - - -			Drumate mple - - -		
Cloonelt - - -			Dundermot - - -		
Cloonfower - - -			Emlaghglasny - - -		
Clooncraftfield - - -			Foghanaghbeg - - -		
Cloonfower - - -			Foghanaghmore - - -		
Cloonfower - - -			Frenchlawn - - -		
Cloonfower - - -			Kennyborough - - -		
Cloonfower - - -			Killerr - - -		
Cloonfower - - -			Knockalaghtawills - - -		
Cloonfower - - -			Laragh and Ross - - -		
Cloonfower - - -			Leabeg - - -		
Cloonfower - - -			Leamore - - -		
Cloonfower - - -			Lecarrow - - -		
Cloonfower - - -			Lecarrow - - -		
Cloonfower - - -			Rathcarran - - -		
Cloonfower - - -			Rosmeen - - -		
Cloonfower - - -			Shankoaigh - - -		
Cloonfower - - -			Timanagh - - -		
Cloonfower - - -			Toberkeagh - - -		
Cloonfower - - -			Tobermakee - - -		
Cloonfower - - -			Wills Grove - - -		
Ballinlough - - -	- ditto -	Ballinlough.	Ballindollaghan Crump - - -	- ditto -	Baslick.
Ballybane, Lower - - -			Baslick - - -		
Ballybane, Reynolds - - -			Brackloon - - -		
Ballybane, Upper - - -			Cashelnagole - - -		
Carraghs, East - - -			Carrowbaun - - -		
Carraghs, West - - -			Cloonbard - - -		
Carrick - - -			Corlis - - -		
Cashel - - -			Deer Park - - -		
Cashlieve - - -			Lugakeeran - - -		
Cloonalough - - -			Tully - - -		
Clooncalgy - - -			Arraghan - - -		
Clooncalgybeg - - -			Ballaghcuillia - - -		
Clooncalgymore - - -			Ballincool - - -		
Cloonerim - - -			Ballyconboy - - -		
Cloonfineen - - -			Ballyglass - - -		
Clooninisclin - - -			Ballynahowna - - -		
Cloonkeehan, East - - -			Bellanagare - - -		
Cloonkeehan, West - - -			Caddellbrook - - -		
Cloonlee - - -			Carrowreagh - - -		
Cloonreliagh - - -			Cashel - - -		
Clydagh, Lower - - -			Cornamucklagh, or Fal- more - - -		
Clydagh, Upper - - -			Derreen - - -		
Commons - - -			Drummin - - -		
Coolatinny - - -			Garrynphort - - -		
Coosaun - - -			Gortnagoyne - - -		
Corrasluastia - - -			Kilcorkey - - -		
Creggameen - - -			Kilvoy - - -		
Derreen teige - - -			Killaster - - -		
Derryvung - - -			Knockroe - - -		
Falledeen - - -			Leggatinty - - -		
Foxborough - - -			Moneylea - - -		
Glenties - - -			Mount Druid - - -		
Grange - - -			Mullen - - -		
Keyfield - - -			Peak - - -		
Laughil - - -			Raheely - - -		
Meelick - - -			Rathkineely - - -		
Melickroe - - -			Rathnallog - - -		
Milltown - - -			Tullaghan - - -		
Mountain, Lower - - -			Ballinphuill - - -		
Mountain, Upper - - -			Buckhill - - -		
Pollanea, Lower - - -			Cloggarnagh - - -		
Pollanea, Upper - - -			Cloonfad - - -		
Rabbit Burrow - - -			Lisdrumneill - - -		
Srah - - -			Lissacurkia - - -		
Sregg - - -			Rathkeery - - -		
Stonepark - - -			Teevnacreeva - - -		
Stonepark, South - - -			Tibohine - - -		
Willsborough - - -					
Ardnomullagh - - -	- ditto -	Ballintober.		- ditto -	Buckhill.
Adragool - - -					
Ashpark - - -					
Ballintober - - -					
Ballyfinegan - - -					
Bellacagher - - -					
Cartron - - -					
Cleaboy - - -					
Cloonagrassan - - -					
Cloonykerny - - -					
Corrastoona beg - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEREA—continued.			CASTLEREA—continued.		
Ardlagheenmore, or High- lake - - - - -	Roscommon	Carrowduff.	Lisboy - - - - -	Roscommon	Castleria.
Ballymaglancy - - - - -			Lisliddy - - - - -		
Ballynaheglis - - - - -			Listhomasroe - - - - -		
Brierfield - - - - -			Longford - - - - -		
Bushfield - - - - -			Meelickaduff - - - - -		
Caran - - - - -			Mewlaghmore - - - - -		
Caranbog - - - - -			Moor - - - - -		
Carrowbaun - - - - -			Ram Park - - - - -		
Carrowduff, Lower - - - - -			Rathbarna - - - - -		
Carrowduff, Upper - - - - -			Rathleg - - - - -		
Carrowdangan - - - - -			South Park Demesne - - - - -		
Creevelea - - - - -			Termonbeg - - - - -		
Dooneen - - - - -			Termonmore - - - - -		
Newtown Farragher - - - - -			Tonrevagh - - - - -		
Bushpark Farragher - - - - -					
Coubaun - - - - -					
Ardeevin - - - - -	ditto	Castleplunket.	Bohagh - - - - -	ditto	Castleteheen.
Ballaghabawbeg - - - - -			Brackloon - - - - -		
Ballindollaghan Knox - - - - -			Caran - - - - -		
Balloony - - - - -			Carrowbaun - - - - -		
Barnakit - - - - -			Carrowreagh - - - - -		
Carrowkeel - - - - -			Castleteheen - - - - -		
Castleplunket - - - - -			Emlagh - - - - -		
Castleruby - - - - -			Enfield - - - - -		
Drishaghaun, East - - - - -			Gartboy - - - - -		
Drishaghaun, West - - - - -			Keelty - - - - -		
Farranawillin - - - - -			Knockalaghta, Sandford - - - - -		
Glenvela - - - - -			Milltown - - - - -		
Gortnasillagh - - - - -			Rathardagh - - - - -		
Heathfield - - - - -			Rathnalulleagh - - - - -		
Kanefield - - - - -	Raveegee - - - - -				
Kilmurry - - - - -					
Knockalegan, East - - - - -	ditto	Castleplunket.	Annagh - - - - -	ditto	Coolougher.
Knockalegan, West - - - - -			Ballinloughquarter - - - - -		
Lisheen - - - - -			Caher - - - - -		
Lismurtagh - - - - -			Candlefield - - - - -		
Lissalway - - - - -			Churchquarter - - - - -		
Lissawaddy - - - - -			Clooncah - - - - -		
Mullygollan - - - - -			Cloonchambers - - - - -		
Poltranny - - - - -			Cloonconra - - - - -		
Rathfuadagh - - - - -			Clooncoose, South - - - - -		
Rathmoyle - - - - -			Clooncran - - - - -		
Rusheen - - - - -			Cloonfad - - - - -		
Slevin - - - - -			Cloonfelliv - - - - -		
Toberelva - - - - -			Cloonkeen - - - - -		
Tonereagh - - - - -			Cloonlatieve - - - - -		
Tonroe - - - - -	Coolish, or Robinhood - - - - -				
	Cloonroughan - - - - -				
	Cloonlougher - - - - -				
	Creggancor - - - - -				
	Derreendorragh - - - - -				
	Derryharraun, East - - - - -				
	Derryharraun, West - - - - -				
	Fortaugustus - - - - -				
	Foughill - - - - -				
	Leveelick - - - - -				
	Marystown - - - - -				
	Roadquarter - - - - -				
	Trien - - - - -				
	Willsbrook - - - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CASTLEREA—continued.			CASTLEREA—continued.		
Islandmore - - -	Mayo - -	Edmondstown.	Derrylahan - - -	Roscommon - -	Kiltullagh.
Largan - - -			Fiddaun - - -		
Lung - - -			Garranlahanbeg - - -		
Magheraboy - - -			Garranlahanmore - - -		
Toobrackan - - -			Glenmore - - -		
Tullaghanrock - - -	Roscommon - -	Edmondstown.	Gortamarle - - -		
Tullyaghanmore, or Edmondstown Demesne - - -			Gorteenacammadil - - -		
Banada - - -			Hundredacres - - -		
Keelbanada - - -			Kiltullagh - - -		
Barnacawley - - -			Lisnagroob - - -		
Clerragh - - -			Lowberry - - -		
Cloonard - - -			Meeltraun, Wills - - -		
Cloonarragh - - -			Meeltraun, Dan Kelly - - -		
Cloonfinglass - - -			Meeltraun, Denis Kelly - - -		
Cloonsheever - - -			Meeltraun, O'Flynn - - -		
Curreentorpan - - -			Moanvane - - -		
Eden - - -			Moigh, Lower - - -		
Grallagh - - -			Moigh, Upper - - -		
Kilgarve - - -			Mountdelvin - - -		
Leitrim - - -			Pollanalty, East - - -		
Lisduff - - -			Pollanalty, West - - -		
Lissananny - - -			Pollanarroo - - -		
Mullaghnashee - - -			Pollaphuca - - -		
Parkeel - - -			Rathlena - - -		
Stonepark - - -			Spring Gardens - - -		
Tawnyrover - - -			Stonepark, North - - -		
Ardmore - - -			Swinefield - - -		
Barnaboy - - -			Aghacurreen - - -		
Callow, or Runnawillin - - -			Aghaderry - - -		
Carrowbane - - -			Aghadestran - - -		
Carrownurlar - - -			Aghalour - - -		
Carrowreagh - - -			Ballyglass, East - - -		
Cartronbeg - - -	Cappagh - - -				
Clashcarragh - - -	Carrowgarve - - -				
Cloonmagunnaun - - -	Cartronmore - - -				
Cloonshanville - - -	Cloonmullin - - -				
Corskeagh - - -	Coolagarry - - -				
Dower - - -	Cuiltyboe - - -				
Dungar - - -	Driney - - -				
Frenchpark Demesne - - -	Druminagh - - -				
Glebe, East - - -	Lissergool - - -				
Portaghard - - -	Lissian - - -				
Ratra - - -	Loughglinn - - -				
Runnameelta - - -	Loughglinn Demesne - - -				
Runnabeby - - -	Moyne - - -				
Sheepwalk - - -	CASTLETOWN:				
Sheevannan - - -	Adrigole - - -	All the Townlands in this Union are in the County of Cork.	Adrigole.		
Slieveroe - - -	Ballynahown - - -				
Sracocka - - -	Ballynakilla - - -				
Turlagharee - - -	Canshanavoe - - -				
Turlaghnamaddy - - -	Cappaleigh, North - - -				
Three Islands - - -	Cappaleigh, South - - -				
Altore - - -	Cappanaparka, East - - -				
Attishane - - -	Cappanaparka, West - - -				
Ballinross - - -	Carrigboy Island - - -				
Barrinagh - - -	Clashduff - - -				
Benmore - - -	Crooha, East - - -				
Betal - - -	Crooha, Middle - - -				
Carrowreagh - - -	Crooha, West - - -				
Castlequarter - - -	Curraduff - - -				
Clogher, Lower - - -	Curragh, East - - -				
Clogher, Upper - - -	Curragh, West - - -				
Cloonerkaun - - -	Derreenacarrin - - -				
Cloonfad, East - - -	Derrylough - - -				
Cloonfad, West - - -	Dromagowlane - - -				
Cooleam - - -	Dromgarvan - - -				
Cornabanny - - -	Dromateebara - - -				
Culkeen - - -	Drumlave - - -				
Curragh - - -	Faha, East - - -				
	Faha, West - - -				
	Garinish, West - - -				
	Glenlough - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CASTLETOWN—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>CASTLETOWN—continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Mauncreagh - - -	- - -	Adrigole.	Gortagraffer - - -	- - -	Curryglass.
Schintaglin - - -			Gortsallagh - - -		
Malagowlane - - -			Illaunboudane - - -		
Beltrasna - - -			Iskanamucky - - -		
Mcaskan - - -			Kemnalicky - - -		
Oldromalive - - -			Knockacullin - - -		
Allenough - - -			Knockane - - -		
McKavane - - -			Loughure Island - - -		
Shahill - - -			Lyre - - -		
Meitrim Beg - - -			Park - - -		
Meitrim More - - -			Reen - - -		
Arthon's Island - - -			Reenabulliga - - -		
Moosk - - -			Rossmackowen Commons		
Meelane Island - - -			Scart - - -		
Booreennagrena - - -	- - -	Bere.	Shanacoumba - - -	- - -	Kilcatherine.
Mafrask, East - - -			Shanavallyleigh - - -		
Mafrask, West - - -			Thornhill - - -		
Busker - - -			Tooreen - - -		
<i>Five small Islands</i> - - -			Tooreen Beg - - -		
			<i>Five small Islands</i> - - -		
Ardagh - - -			Ardgroom, Inward - - -		
Ardaragh, East - - -			Ardgroom, Outward - - -		
Ardaragh, West - - -			Ballycrovane - - -		
Allynakillagh - - -			Ballycrovane - - -		
Moanaghlin, Lower - - -			Ballycrovane, Little - - -		
Moanaghlin, Upper - - -			Bawnard - - -		
Moanaghlin, West - - -			Barrees - - -		
Errycreeveen - - -			Bofickil - - -		
Greenane - - -	- - -	Coulagh.	Bunskeellig - - -		
Errin - - -			Caheravart - - -		
<i>Fourteen small Islands</i> - - -			Carrig - - -		
			Carrigfadda - - -		
Blahies - - -			Clogher - - -		
Ardacuggin - - -			Commons, East - - -		
Lughabrack - - -			Crumpane - - -		
Ballydonegan - - -			Eyerles - - -		
Caherkeen - - -			Eyerles' Island - - -		
Cahermeleboe - - -			Faunkill and The Woods		
Caminches - - -			Glenbeg - - -		
Clonan - - -			Gortgarrieff - - -		
Commons, West - - -			Gortatrnora - - -		
Coom - - -			Illaunaraghtera - - -		
Coulagh - - -	- - -	Curryglass.	Illaunbweeheen - - -		Killaconenagh.
Chachinteskinn - - -			Illauncreagh - - -		
Kealoge - - -			Illaundonaha - - -		
Knockoura - - -			Illaunnaquree - - -		
Reentrush - - -			Illaunnameenla - - -		
Deernabillane - - -			Inches - - -		
Orhin - - -			Inishfarnard - - -		
			Kilcatherine - - -		
Aghabeg - - -			<i>Twenty-seven small Islands</i>		
Ardagannive - - -			Cahergarrieff - - -		
Ballard - - -			Cametringane - - -		
Ballard Commons - - -			Clonglaskan - - -		
Bank - - -			Cloontreen - - -		
Bawn - - -			Curradonohue - - -		
Boher - - -			Derreenataggart Commons		
Bohernoe - - -			Derreenataggart, East - - -		
Cappaghavuckee - - -			Derreenataggart, Middle - - -		
Carrig - - -			Derreenataggart, West - - -		
Clydagh - - -			Derrymihin, East - - -		
Coongira - - -			Derrymihin, West - - -		
Curraduff - - -			Dinish Island - - -		
Curragh - - -			Disert - - -		
Curryglass - - -			Drom, North - - -		
Derreen, Lower - - -			Drom, South - - -		
Derreen, Upper - - -			Drom, West - - -		
Derreeny - - -			Dunboy - - -		
Dromgare - - -			Eskenacartan - - -		
Felane, East - - -			Fanahy - - -		
Felane, Middle - - -			Foyldarrig - - -		
Felane, West - - -			Fuhur - - -		
Gortagenerick - - -			Gour - - -		
Gortagoulane - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
CASTLETOWN—continued.	All the Town- lands in this Union are in the County of Cork.		CAVAN—continued.	All the Town- lands in this Union are in the County of Cavan.	
Gowlane - - -			Keenaghan - - -		
Kilmackowen - - -			Kilcorby - - -		
Knockanemore - - -			Killicar - - -		
Knockaneroe - - -			Killynaher - - -		
Meenaduff - - -			Killywilly - - -		
Minane Island - - -	- - -	Killaconenagh.	Kilnaglare - - -		
Minanekeal - - -			Lagan - - -		
Rodeen - - -			Meeltoge - - -		
Tooreenmore, East - - -			Mullaghboy - - -	- - -	Ardue.
Tooreenmore, West - - -			Mullanafrin - - -		
Nine small Islands - - -			Mullanwary - - -		
			Rahaghan - - -		
			Tirgormly - - -		
			Tomkinroad - - -		
			Tomassan - - -		
			Ture - - -		
			Uragh - - -		
Ballaghboy - - -			Brankill - - -		
Ballynacallagh - - -			Castlepoles - - -		
Ballynacarriga - - -			Cordonaghy - - -		
Billeragh - - -			Corduff, or Cormore - - -		
Brackloon - - -			Corhanagh - - -		
Canalmore - - -			Corlisbrattan - - -		
Canalough - - -			Corradownan - - -		
Clogbane, Lower - - -			Corran - - -		
Clogbane, Upper - - -			Corrane Glebe - - -		
Cloghfune - - -			Corraneary - - -		
Crow Island - - -			Dernaweel - - -		
Garinish - - -			Drumalt - - -		
Garinish Island - - -			Drumerry - - -		
Garranes - - -			Drumcrow, South - - -	- - -	Arvagh.
Glanarough - - -			Drumhillagh - - -		
Illanebeg - - -			Drumlarney - - -		
Illeunard - - -			Drumnawall - - -		
Illeuncohid - - -			Drumshinny - - -		
Kilkinnikin, East - - -	- - -	Kilnamanagh.	Drumyouth - - -		
Kilkinnikin, West - - -			Farrangarve - - -		
Killough, East - - -			Fort Hill - - -		
Killough, West - - -			Gartylough - - -		
Kilmichael - - -			Kilgarve - - -		
Knockroe, East - - -			Lackan - - -		
Knockroe, Middle - - -			Licosker - - -		
Knockroe, West - - -			Licosker Glebe - - -		
Lickbarrahane - - -			Woodland - - -		
Little Island - - -					
Long Island - - -			Aghaweely, Lower - - -		
Loughanebeg - - -			Aghaweely, Upper - - -		
Loughanemore - - -			Ballintemple - - -		
Scrivooge - - -			Ballytrust - - -		
Scrough Island - - -			Ballytrust, Lower - - -		
The Bull - - -			Brusky - - -		
The Calf - - -			Carrigan - - -		
The Cow - - -			Corduff - - -	- - -	Ballintemp
Tilickafinna - - -			Corr - - -		
One small Island - - -			Derrylane - - -		
			Dillagh - - -		
			Drumcor - - -		
			Drumhillagh - - -		
			Knockanore - - -		
			Lackan, Upper - - -		
			Aghateeduff - - -		
			Annaghduff - - -		
			Carnoge - - -		
			Carrickmore - - -		
			Corgarve - - -	- - -	Ballyhaise.
			Crossreagh - - -		
			Drumaran - - -		
			Drumcalpin - - -		
			Drumerow - - -		
			Drumberrish - - -		
			Drumhome - - -		
CAVAN:	All the Town- lands in this Union are in the County of Cavan.				
Ardue - - -					
Artidowney - - -					
Ballyhugh - - -					
Camalier - - -					
Carrowfarnaghan - - -					
Glonamullig - - -					
Clontycoo - - -					
Clowney - - -					
Cranaghan - - -					
Droghill - - -	- - -	Ardue.			
Drumasladdy - - -					
Drumbrughas - - -					
Drumgart - - -					
Drumherriff - - -					
Drumrush - - -					
Gartacarn - - -					
Gartaquill - - -					
Glen - - -					
Greaghrahan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>continued.</i>	All the Town- lands in this Union are in the County of Cavan.		<i>CAVAN—continued.</i>	All the Town- lands in this Union are in the County of Cavan.	
Keeran - - -	- - -	Ballyhaise.	Killicannan - - -	- - -	Bellanagh.
Kiff - - -			Kilmainham - - -		
Kohan - - -			Kilsallagh - - -		
Kush - - -			Marahill - - -		
- - -			Shancor - - -		
Reeve - - -			Shannow - - -		
Curry - - -			Urney - - -		
Ganny - - -			Ballinlough - - -		Belturbet.
Gutee - - -			Bun - - -		
Gfad - - -			Clonosey - - -		
Gark - - -			Corporation Lands - - -		
Gowan - - -			Creeny - - -		
Ghanna - - -			Dernaglush - - -		
Good, or Drummully - - -			Derrycark - - -		
Gh - - -			Drumavaddy - - -		
Garks - - -			Putiaghan, Lower - - -		
- - -	Putiaghan, Upper - - -				
Reevy - - -	Roskeragh - - -	Brucehall.			
Rad - - -	Straheglin - - -				
Kilmore, Lower - - -	Shancorn - - -				
Kilmore, Upper - - -	Behy - - -				
Khederny - - -	Bruse - - -				
Ktereery - - -	Dingins - - -				
Khanna - - -	Drumcarey - - -				
Ka - - -	Gorteen, or Gorteenaterriff - - -				
Keelan - - -	Knockaghy - - -				
Kamony - - -	Pottle - - -				
Krove - - -	- - -	Butlersbridge.			
Kgh - - -	Aghadrumgullion - - -				
KIsland - - -	Annagh - - -				
KIsland - - -	Corracreeny - - -				
Kr Oldecastle Island - - -	Curraghanoe - - -				
Keeny - - -	Derrygarra, Lower - - -				
Knd - - -	Derrygarra, Upper - - -				
Knbane - - -	Drumahurk - - -				
Kson - - -	Drumharid - - -				
KIsland - - -	Drummany - - -				
Kassy - - -	Inishbeg - - -	Carrafin.			
Kkeen - - -	Kilnaglare, Lower - - -				
Khard - - -	Kilnaglare, Upper - - -				
Kgh - - -	Kilnaleek - - -				
Kff - - -	Plush - - -				
Ks Island - - -	Tullybrick - - -				
Kristan - - -	Aghnaguig - - -				
Kghboy - - -	Ardan - - -				
KIsland - - -	Ashgrove - - -				
Kd - - -	Ballyneary - - -				
Kboy - - -	Corcanadas - - -				
Kkill - - -	Crahard - - -				
KIsland - - -	Derrygoss - - -				
Kaght - - -	Derryhoo - - -				
Kboy - - -	Derryleague - - -				
Ka - - -	Derrylina - - -				
Kconny - - -	Derrynagan - - -				
Knanagh - - -	Drumard - - -	- - -			
Kville - - -	Drumcalpin - - -				
Kel - - -	Drumkeel - - -				
Kcen - - -	Drummanybeg - - -				
Kakane - - -	Drummany (Pleydell) - - -				
Kstruce - - -	Drumsillagh - - -				
Kard - - -	Duck Island - - -				
Kalion - - -	Feugh (Maxwell) - - -				
Kmnalaragh - - -	Gartbrattan - - -				
Kymore - - -	Hackelty - - -				
Kachurk - - -	Inishmore - - -				
Kachurk - - -	Inishmuck - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>x—continued.</i>	All the Town-		<i>CAVAN—continued.</i>	All the Town-	
Beries, Upper - -	lands in this		Carrickaboy Glebe - -	lands in this	
Bambar - - -	Union are in		Clareboy - - -	Union are in	
Bumcoghill, Lower - -	the County of		Cornamahan - - -	the County of	
Bumcoghill, Upper - -	Cavan.		Cornaseer - - -	Cavan.	
Bummorn, Great - - -			Dennbane - - -		
Bummorn, Little - - -			Denn Glebe - - -		
Bummurry - - -			Dennmore, or Leggendenn		
Branseer - - -			Drumavaddy - - -		
Brtanashangan, Lower, or			Drumbarry - - -		
Bingfield - - -			Drumerow - - -		
Brtanashangan, Upper, or			Drumcanon - - -	- - -	Denn.
Hermitage - - -			Drumhirk - - -		
Bvit, Lower - - -			Drumliff - - -		
Bvis, Upper, or Castle-			Gallonbulloge, or Blackbull		
Bosby - - -	- - -	Crossdoney.	Killynanum - - -		
Blyvally - - -			Kilnacreevy - - -		
Bgaland - - -			Largan - - -		
Bmore Demesne - - -			Moher - - -		
Bnamandra - - -			Mullaghkeel - - -		
Brahill - - -			Newtown - - -		
Bonnery, Lower - - -			Aghawee - - -		
Bonnery, Upper - - -			Carrickabane - - -		
Bwtown - - -			Clonmult - - -		
Bcks - - -			Corduff - - -		
Botch Island - - -			Corglass - - -		
Bancor - - -			Corlislea - - -		
Bantully - - -			Creenon - - -		
Banore - - -			Derrin, Lower - - -		
Binity Island - - -			Derrin, Upper - - -		
			Drumakinneo - - -	- - -	Derrin.
Bunagher - - -			Drumanalaragh - - -		
Burgagh - - -			Drumkilly - - -		
Burn - - -			Drumloman - - -		
Barrickatober - - -			Drumrath - - -		
Barricknaveddan - - -			Lisnaneanagh - - -		
Borglass - - -			Pollareagh - - -		
Breaghnagee - - -			Raharverty - - -		
Bilnacor - - -	- - -	Crosskeys.	Shannow, Lower - - -		
Billyteane - - -			Shannow, Upper - - -		
Battagloghan - - -			Tedeehan, Lower - - -		
Bislea - - -					
Bismeen - - -			Aghaknock - - -		
Bonnogs - - -			Carrickelevan - - -		
Bollafree - - -			Coolbane - - -		
Bottle Soden - - -			Coolnacarrick - - -		
Banrenagh - - -			Corlismore - - -		
Bullytreane - - -			Drumbrade - - -		
			Drumcarban - - -		
Borragho - - -			Drumerow - - -		
Borrawillin - - -			Drumrockady - - -		
Buttragh - - -			Drumroosk - - -		
Berryglen - - -			Drumury - - -		
Brumhillagh - - -			Kiltrasna - - -	- - -	Drumcarban.
Bortnakillew - - -			Lackan, Lower - - -		
Brellagh - - -	- - -	Cuttragh.	Leam - - -		
Bcaugh - - -			Legaginny - - -		
Billyconnan - - -			Legaweel - - -		
Bilnavar - - -			Losset - - -		
Bateever - - -			Mullaghboy - - -		
Bavey - - -			Mullyamly - - -		
Bleiter - - -			Oghill - - -		
			Pottahee - - -		
Baghadoon, or Ravenfield -			Rabrackan - - -		
Baghadreenagh - - -			Woteraghy - - -		
Bagateggal, or Ryefort -					
Baghavaddy - - -			Aghagegna - - -		
Bagnabaia Glebe - - -	- - -	Denn.	Aghakee - - -	- - -	Graddum.
Bardkillbeg - - -			Corbeagh - - -		
Bardkillmore - - -			Corlateerin - - -		
Bardlougher - - -			Cornagrow - - -		
Bardvarney - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CAVAN—continued.	All the Town- lands in this Union are in the County of Cavan.	Graddum.	CAVAN—continued.	All the Town- lands in this Union are in the County of Cavan.	Kill.
Derry - - - -			Lossetkillew - - - -		
Derrylahan - - - -			Keelderry - - - -		
Drumegil - - - -			Kill - - - -		
Drumhallagh - - - -			Kill Demesne - - - -		
Duff Castle - - - -			Mullaghboy - - - -		
Graddum - - - -			Tedeehan, Middle - - - -		
Kiffagh - - - -			Tedeehan, Upper - - - -		
Killynure - - - -			Urbal - - - -		
Killytogher - - - -					
Latnadronagh - - - -					
Lecharry - - - -					
Lisdonnish - - - -					
Portan - - - -					
Rassan - - - -					
Togher - - - -					
Bunanumery - - - -	- - - -	Grilly.	Aghabane - - - -	- - - -	Killeshandra.
Corlaghaloo - - - -			Aghavadrin - - - -		
Corleggy - - - -			Aghullaghy - - - -		
Derrymush - - - -			Ardarragh - - - -		
Derreary - - - -			Bawn - - - -		
Derryhoo - - - -			Cappagh - - - -		
Druminiselin - - - -			Cloncoose - - - -		
Drummoy - - - -			Clooneen - - - -		
Edenterriff - - - -			Coolnashinny, or Croaghan		
Faharlagh - - - -			Coragh - - - -		
Grilly - - - -			Coragh Glebe - - - -		
Killylea - - - -			Cordalea - - - -		
Portruan - - - -			Cornaclea, or Tawlagh - -		
Quivvy - - - -			Greenagh Glebe - - - -		
Shancorry - - - -			Derreskit - - - -		
Tunker - - - -	Derries, Lower - - - -				
			Derrindrehid - - - -		
			Derry - - - -		
			Derrygid - - - -		
			Derrynacross - - - -		
			Disert - - - -		
			Drumbagh - - - -		
			Drumbo - - - -		
			Drumcase - - - -		
			Drumconlester - - - -		
			Drumerdannan - - - -		
			Drumgerd - - - -		
			Drumgoa - - - -		
			Drumhillagh - - - -		
			Drummully, East - - - -		
			Drummully, West - - - -		
			Drumroosk - - - -		
			Glasstown, or Port		
			Gorteen, or Gorteenagarry		
			Gortnacleigh - - - -		
			Gortnanoul - - - -		
			Keelagh - - - -		
			Killygowan - - - -		
			Killytawny - - - -		
			Kinkeel - - - -		
			Laheen - - - -		
			Mullaghmullan - - - -		
			Portaliff Glebe - - - -		
			Portaliff, or Townsparks		
			Portnaquin - - - -		
			Shancroaghan - - - -		
			Snakeel - - - -		
			Yewer Glebe - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Cavan—continued.</i>	All the Town- lands in this Union are in the County of Cavan.		<i>CAVAN—continued.</i>	All the Town- lands in this Union are in the County of Cavan.	
umcor - - -			Garfiny - - -		
umgor - - -			Kilnacranagh - - -		
umhecknagh - - -			Killyfern - - -		
umheel - - -			Macknan - - -		
umleny - - -			Milltown - - -		
umlion - - -			Moher - - -		
ummullan - - -			Money - - -	- - -	Milltown.
umskeagh - - -			Naheelis - - -		
unish - - -			Rinn - - -		
uragh - - -			Rogary - - -		
uranydaly - - -			Tonyarraher - - -		
urbrattan - - -			Tully - - -		
urh Island - - -					
urhconnell - - -	- - -	Killykeen.	Aghalackan - - -		
urlykeen - - -			Agharahan - - -		
urmore, Lower - - -			Aghnaglogh - - -		
urmore, Upper - - -			Clarebane - - -		
urduff - - -			Cornagleragh, or Oldtown - - -		
urghaconnick - - -			Corglass - - -		
urttle - - -			Corhoogan - - -		
urly Island - - -			Corlisalee - - -		
urcullen - - -			Corlurgan - - -		
urourkan - - -			Corraweelis - - -		
urgher, or Danesfort De- mesne - - -			Corraveaty - - -		
urnymore - - -			Crubany - - -		
urully - - -			Crumlin - - -		
			Crumlin - - -		
urrickacrooy - - -			Dreenan - - -		
uroolkill - - -			Edenticlare - - -	- - -	Moynehall.
urrosserlough - - -			Gallon Glebe - - -		
urullow - - -			Glasdrumman - - -		
urraghabreedin - - -			Glencorran - - -		
urrambee - - -			Gortnakesh - - -		
urumcassidy - - -			Knockakishtha - - -		
uruminisclin - - -			Lismullig - - -		
urumroragh - - -	- - -	Kilnaleek.	Lisreagh - - -		
urumseruddan - - -			Moynehall - - -		
urinaway - - -			Poles - - -		
uralloureagh - - -			Pollabane - - -		
urilnacrott - - -			Pollakeel - - -		
urilnaleek - - -			Rathcorick - - -		
urullacastle - - -			Reask - - -		
urlockfield - - -			Thomascourt, or Drum- roosk - - -		
urallaghill - - -			Tullycoe - - -		
uronylion - - -					
			Aughtreagh - - -		
urardonan - - -			Carramoreen - - -		
ururtonagh - - -			Clonandra - - -		
urBulligs - - -			Corcashel - - -		
urCorglass - - -			Derryola - - -		
urCreeny - - -			Drumakeenan - - -		
urDeralk - - -			Drumavaddy - - -		
urDeramfield - - -			Drumbawn - - -		
urDerrintinny - - -			Drumgorry - - -		
urDerrybrick - - -			Dunvora - - -		
urDerrygeeraghan - - -			Kilduff - - -		
urDerryvackny - - -			Killybandrick - - -	- - -	Redhill.
urDerryvehil - - -	- - -	Milltown.	Killyfana - - -		
urDrangesh - - -			Killynure - - -		
urDrumquill - - -			Kivvy - - -		
urDrumkeen - - -			Knockroe - - -		
urDrumkerril - - -			Leggykelly - - -		
urDrumilane - - -			Mullanavarnoge - - -		
urDrumlougher - - -			Mulnanarragh - - -		
urDrummany, Rahan - - -			Ramulligan - - -		
urDrummany Glebe - - -			Redhill Demesne - - -		
urDrummullagh - - -			Shannowwood - - -		
urDrumnoose - - -			Stonepark - - -		
urFeugh Bishops, or Dru- malla - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Cavan—continued.</i>	All the Town- lands in this Union are in the County of Cavan.		CELBRIDGE:		
Aghnacor - - -			Boherhole - - -		
Ardra - - -	- - -	Springfield.	Castlebrown, or Clongowes	Kildare - - -	Balraheen.
Bohora - - -			Common - - -		
Clodrum - - -			Danielstown - - -		
Condry - - -			Mainham - - -		
Corradarren - - -			Moortown - - -		
Derrylane - - -			Mountarmstrong - - -		
Drumbullion - - -			Richardstown - - -		
Drumerow, North - - -			Baltracey - - -		
Drumhart - - -			Barreen - - -		
Drumkilroosk - - -			Clonduff - - -		
Drumman - - -			Clonfert, North - - -		
Drumroe - - -			Clonfert, South - - -		
Dunawul - - -			Graigupottle - - -		
Loughnafin, or Rochfield			Painestown - - -		
Portlongfield - - -	- - -	Stradone.	Raheen - - -	- ditto - - -	Celbridge.
Sallaghan - - -			Raheen, Old - - -		
Tully - - -			Rathcoffey Demesne - - -		
Aghadreenagh - - -			Rathcoffey, North - - -		
Aghagolrick - - -			Rathcoffey, South - - -		
Aghateemore Glebe - - -			Aghafullim - - -		
Altbeagh - - -			Ballybrack - - -		
Ardardagh - - -			Ballyloughan - - -		
Beaghy - - -			Belgard - - -		
Broughderg - - -			Clonshanbo - - -		
Clondargan - - -			Farranadum - - -		
Clondargan Glebe - - -			Hodgestown - - -		
Corfad - - -			Loughtown - - -		
Corgreagh - - -	- - -	Waterloo.	Aghards - - -	- ditto - - -	Clonecurry.
Corraneary - - -			Castletown - - -		
Countenan - - -			Celbridge - - -		
Drumerow - - -			Celbridge Abbey - - -		
Drumhirk - - -			Crodaun - - -		
Drumlannaght - - -			Kilwoghan - - -		
Drumminick - - -			Moortown - - -		
Drummuck - - -			Oakley Park - - -		
Drumnanarragh - - -			Oldtown - - -		
Edergole - - -			Thornhill - - -		
Killyerone - - -			Parsonstown - - -		
Killymeehan - - -			Rinawade, Lower - - -		
Kilnacreevy - - -			Rinawade, Upper - - -		
Knockanoark - - -			Kilmacredock, Lower - - -		
Larah - - -	- - -		Kilmacredock, Upper - - -	- ditto - - -	
Lisatawan - - -			Ardass, Lower - - -		
Lisatoo - - -			Ardass, Upper - - -		
Lisnaglea - - -			Ballymakealy, Lower - - -		
Lisnaneanagh - - -			Ballymakealy, Upper - - -		
Raheelagh - - -			Crippaun - - -		
Raskill - - -			Killadoon - - -		
Bogesky - - -			Killeenlea - - -		
Carricknamaddoo - - -			Posseckstown - - -		
Corracarrow - - -			Ballycaghan - - -		
Drumestagh - - -			Ballycanon - - -		
Drumgora - - -			Ballykeelan - - -		
Drummanbane - - -			Ballynakill - - -		
Drummanduff - - -			Ballyvoneen - - -		
Drumnaveagh - - -	- - -		Cappagh - - -	- ditto - - -	
Greaghnafarna - - -			Clonecurry - - -		
Killygrogan - - -			Corcoranstown - - -		
Knocknagillagh - - -			Fanaghs - - -		
Lackanclare - - -			Graigrooth - - -		
Lisaderg - - -			Grange - - -		
Moher - - -			Kilbride - - -		
Moylett - - -			Kilbrook - - -		
Mullymagowan - - -			Killickaweeny - - -		
Stravienabo - - -			Killeighter - - -		
Tirlahode, Lower - - -			Kilmagorloge - - -		
Tirlahode, Upper - - -			Lugadoo - - -		
			Newtown - - -		
			Nicholastown - - -		
			Ovidstown - - -		
			Pitchfordstown - - -		
			Tirmoghnan Common - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CELBRIDGE—continued.			CELBRIDGE—continued.		
Bagob - - -	Dublin - -	Clonsilla.	Boycetown - - -	Kildare - -	Kilcock.
Berbestown - - -			Branganstown - - -		
Burnhill - - -			Clonsast - - -		
Buckstown - - -			Commons, East - - -		
Bombfield - - -			Commons, South - - -		
Castleheany - - -			Commons, West - - -		
Clonsilla - - -			Courtown, Great - - -		
Clonsilla - - -			Courtown, Little - - -		
Clonsilla or Phibblestown - - -			Dunreevan - - -		
Clonsilla - - -			Gragadder - - -		
Clonsilla - - -	Kildare - -	Donadea.	Hodgestown - - -	Lucan.	
Clonsilla - - -			Kilcock - - -		
Clonsilla - - -			Laragh - - -		
Clonsilla - - -			Laragh Demesne - - -		
Clonsilla - - -			Newtown Laragh - - -		
Clonsilla - - -			Portgloriam - - -		
Clonsilla - - -			Roestown - - -		
Clonsilla - - -			Backweston Park - - -		
Clonsilla - - -			Coldrinagh - - -		
Clonsilla - - -			Dodsborough - - -		
Clonsilla - - -	Dublin - -	Donadea.	Lucan and Pettycanon - - -	Lucan.	
Clonsilla - - -			Lucan Demesne - - -		
Clonsilla - - -			St. Edmondsbury - - -		
Clonsilla - - -			Tobermaclugg - - -		
Clonsilla - - -			Adamstown - - -		
Clonsilla - - -			Aderrig - - -		
Clonsilla - - -			Backstown - - -		
Clonsilla - - -			Backweston Park - - -		
Clonsilla - - -			Coldrinagh - - -		
Clonsilla - - -			Ballydowd - - -		
Clonsilla - - -	Kildare - -	Donaghcumber.	Ballyowen - - -	Maynooth.	
Clonsilla - - -			Esker, North - - -		
Clonsilla - - -			Esker, South - - -		
Clonsilla - - -			Finnstown - - -		
Clonsilla - - -			Glebe - - -		
Clonsilla - - -			Hermitage - - -		
Clonsilla - - -			Kishoge - - -		
Clonsilla - - -			St. Edmondsbury - - -		
Clonsilla - - -			Woodville - - -		
Clonsilla - - -			Coldblow - - -		
Clonsilla - - -	Dublin - -	Donaghcumber.	Laraghcon - - -	Maynooth.	
Clonsilla - - -			St. Catherine's Park - - -		
Clonsilla - - -			Westmanstown - - -		
Clonsilla - - -			Backweston Park - - -		
Clonsilla - - -			Ballycurraghan - - -		
Clonsilla - - -			Ballygoran - - -		
Clonsilla - - -			Barrogstown - - -		
Clonsilla - - -			Blakestown - - -		
Clonsilla - - -			Carton Demesne - - -		
Clonsilla - - -			Catherinestown - - -		
Clonsilla - - -	Kildare - -	Donaghcumber.	Collegeland - - -	Maynooth.	
Clonsilla - - -			Cormickstown - - -		
Clonsilla - - -			Crewhill - - -		
Clonsilla - - -			Crinstown - - -		
Clonsilla - - -			Donaghstown - - -		
Clonsilla - - -			Dowdstown - - -		
Clonsilla - - -			Greenfield - - -		
Clonsilla - - -			Griffinrath - - -		
Clonsilla - - -			Kellystown - - -		
Clonsilla - - -			Laraghbryan, East - - -		
Clonsilla - - -	Laraghbryan, West - - -				
Clonsilla - - -	Kildare - -	Donaghcumber.	Mariavilla - - -	Maynooth.	
Clonsilla - - -			Maws - - -		
Clonsilla - - -			Maynooth - - -		
Clonsilla - - -			Maynooth, South - - -		
Clonsilla - - -			Moneycooly - - -		
Clonsilla - - -			Newtown - - -		
Clonsilla - - -			Oldcarton - - -		
Clonsilla - - -			Railpark - - -		
Clonsilla - - -			Ravensdale - - -		
Clonsilla - - -					
Donmurragh - - -	Dublin - -	Clonsilla.	Backweston Park - - -	Kildare - -	Kilcock.
Donmurragh, North - - -			Coldrinagh - - -		
Donmurragh, South - - -			Dodsborough - - -		
Donmurragh, North - - -			Lucan and Pettycanon - - -		
Donmurragh, South - - -			Lucan Demesne - - -		
Donmurragh, North - - -			St. Edmondsbury - - -		
Donmurragh, South - - -			Tobermaclugg - - -		
Donmurragh, North - - -			Adamstown - - -		
Donmurragh, South - - -			Aderrig - - -		
Donmurragh, North - - -			Backstown - - -		
Donmurragh, South - - -	Backweston Park - - -				
Donmurragh, North - - -	Dublin - -	Donadea.	Coldrinagh - - -	Lucan.	
Donmurragh, South - - -			Ballydowd - - -		
Donmurragh, North - - -			Ballyowen - - -		
Donmurragh, South - - -			Esker, North - - -		
Donmurragh, North - - -			Esker, South - - -		
Donmurragh, South - - -			Finnstown - - -		
Donmurragh, North - - -			Glebe - - -		
Donmurragh, South - - -			Hermitage - - -		
Donmurragh, North - - -			Kishoge - - -		
Donmurragh, South - - -			St. Edmondsbury - - -		
Donmurragh, North - - -	Dublin - -	Donaghcumber.	Woodville - - -	Maynooth.	
Donmurragh, South - - -			Coldblow - - -		
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Donmurragh, South - - -			St. Catherine's Park - - -		
Donmurragh, North - - -			Westmanstown - - -		
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Donmurragh, South - - -			Ballygoran - - -		
Donmurragh, North - - -			Barrogstown - - -		
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UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CELBRIDGE—continued.</i>			<i>CELBRIDGE—continued.</i>		
Rowanstown - - -	Kildare - -	Maynooth.	Balfeghan - - -	Meath - -	Rodanstown.
Sion - - -			Kilglin - - -		
Timard - - -			Padinstown - - -		
Treadstown - - -			Piercetown - - -		
Barrogstown, East - -			Batterstown - - -		
Barrogstown, West - -			Calgath - - -		
Donaghmore - - -			Dolanstown - - -		
			Ferrestown - - -		
Athgoe - - -			Newtownmoyaghy - -		
Athgoe, North - - -			Rodanstown - - -		
Athgoe, South - - -	Dublin - -	Newcastle.	Ballymagillin - - -	Dublin - -	Saggart.
Banshee - - -			Barrockstown - - -		
Bustyhill - - -			Bryanstown - - -		
Castlewarden - - -			Harristown - - -		
Colganstown - - -			Kilgrague - - -		
Colmanstown - - -			Killeany - - -		
Commons - - -			Kimmins - - -		
Commons, Little - - -			Moygaddy - - -		
Cornerpark - - -			Moyglare - - -		
Glebe - - -			Newtownmoyaghy - -		
Hazelhatch - - -	- ditto - -	Rathcoole.	Oldgrague - - -	Kildare - -	Straffan.
Highdownhill - - -			Porterstown - - -		
Hynestown - - -					
Keeloges - - -			Boherboy - - -		
Newcastle Demesne - -			Brownsbarn - - -		
Newcastle Farm - - -			Coldwater Commons - -		
Newcastle, North - - -			Cooldown Commons - -		
Newcastle, South - - -			Coolmine - - -		
Peamount - - -			Crookslings - - -		
Ringwood - - -			Fortunestown - - -		
Skeagh - - -	- ditto - -	Rathcoole.	Glenaraneen - - -		
Steelstown - - -			Lugg - - -		
Windmillhill - - -			Moneenalion Commons, Lower - - -		
Blundelstown - - -			Moneenalion Commons, Upper - - -		
Aungierstown and Ballybane - - -			Moneyatta Commons - -		
Ballymakilly - - -			Raheen - - -		
Brownstown - - -			Saggart - - -		
Clutterland - - -			Slade - - -		
Coolsuddan - - -			Baldonnell, Little - -		
Gollierstown - - -			Baldonnell, Lower - -		
Grange - - -			Baldonnell, Upper - -		
Jordanstown - - -	- ditto - -	Rathcoole.	Kilbride - - -		
Kilmactalway - - -			Kilcarbery - - -		
Loughton, Lower - - -					
Loughton, Upper - - -			Baybush - - -		
Milltown - - -			Bryanstown - - -		
Mullauns - - -			Clonagh - - -		
			Corbally - - -		
Badgerhill - - -			Cowanstown - - -		
Ballynakelly - - -			Derrinstown - - -		
Calliaghstown, Lower - -			Graiguelin - - -		
Calliaghstown, Upper - -			Graiguesallagh - - -		
Carrigeen - - -	- ditto - -	Rathcoole.	Johninstown - - -		
Collegeland - - -			Kealstown - - -		
Commons - - -			Newtownmacabe - - -		
Crockaunadreenagh - -			Ovidstown - - -		
Crockshane - - -			Rosk - - -		
Farmersvale - - -			Smithstown - - -		
Glebe - - -			Taghadoe - - -		
Greenoge - - -			Toolestown - - -		
Johnstown - - -			Windgates - - -		
Keatingspark - - -			Barberstown - - -		
Rathcoole - - -	- ditto - -	Rathcoole.	Barberstown, Lower - -		
Rathcreedan - - -			Barberstown, Upper - -		
Redgap - - -			Bawnoges - - -		
Slademoore - - -			Baybush - - -		
Slievethoul - - -					
Tootenhill - - -					
Westmanstown - - -					
Newtown, Upper - - -					
Newtown, Lower - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
BRIDGE—continued.			CLAREMORRIS—continued.		
Bebe - - -	Kildare - -	Straffan.	Drumkeen - - -	All the Town- lands in this Union are in the County of Mayo.	Caraun.
Bhtown, Lower - - -			Garryredmond - - -		
Bhtown, Upper - - -			Knockatober - - -		
Bigepark - - -			Lismurrew - - -		
Bghtown - - -			Meelickbeg - - -		
Midstown - - -			Meelickmore - - -		
affan - - -			Tootagh - - -		
affan Demesne - - -					
REMORRIS:	All the Town- lands in this Union are in the County of Mayo.				
lindell, East - - -	- - -	Ballindine.	Ardroe - - -	- - -	Claremorris.
lindell, West - - -			Ballinsmaula - - -		
lindine, East - - -			Ballynew - - -		
lindine, North - - -			Bellfield - - -		
lindine, West - - -			Boherduff - - -		
arrowbeg - - -			Carrowkilleen - - -		
arrowconor - - -			Carrownaskeha - - -		
astlemagarrett, North - - -			Carrowsteelaun - - -		
astlemagarrett Park, Old - - -			Castlegar - - -		
astlemagarrett Park, New - - -			Clare - - -		
illaun - - -			Claremount - - -		
arryduff, North - - -			Cloonconor - - -		
arryduff, Middle - - -			Cloondroon - - -		
arrydun, South - - -			Coolmakean - - -		
arryduff, West - - -			Drumneen (Prendergast) - - -		
illeen - - -			Drumneen, South - - -		
awans - - -			Eskelevally - - -		
isduff - - -			Garrynabba - - -		
ugalisheen, North - - -			Garrywadreen - - -		
ugalisheen, South - - -			Gortfadda - - -		
ewtown, North - - -			Gortgarve - - -		
ewtown, South - - -			Greenan - - -		
ollnasillagh - - -			Kilbeg (Malone) - - -		
ushbrook, East - - -			Lisbaun - - -		
ushbrook, West - - -			Lisnaboley - - -		
kehavaud - - -			Lugatemple - - -		
oodstock - - -			Mayfield - - -		
			Parkatleva - - -		
	Roosky - - -				
	Rooskybeg - - -				
	Streamstown - - -				
			Ahena - - -		
			Cappagh, North - - -		
			Cappagh, South - - -		
			Carrowmore - - -		
			Clogherbeg - - -		
			Clogherduff - - -		
			Cloghermore - - -		
			Cloonagh - - -		
			Cloondinnaire - - -		
			Cloonkeeghan - - -		
			Coarsfield - - -		
			Drumshinnagh - - -		
			Gortalavaun - - -		
			Gowel - - -		
			Grallagh - - -		
			Knockagraffan - - -		
			Knockataggart - - -		
			Knockrickard - - -		
			Knockrickard - - -		
			Oory - - -		
			Poldrian - - -		
			Rassaraun - - -		
			Rusheen - - -		
			Tawnagh - - -		
			Brookhill - - -		
			Burris - - -		
			Caltragh - - -		
			Carrowbeg, East - - -		
			Carrowbeg, West - - -		
			Carrowlena - - -		
			Carrowmarley - - -		

UNION AND OWN LANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWN LANDS.	COUNTY.	ELECTORAL DIVISIONS.
MORRIS—continued.	All the Town- lands in this Union are in the County of Mayo.	Knock, North.	CLAREMORRIS—continued.	All the Town- lands in this Union are in the County of Mayo.	Ballyhaunis.
ergoole - - -			Knockroe - - -		
taboy - - -			Lecarrow - - -		
aun - - -			Lisduff - - -		
ownmore - - -			Moat - - -		
nnagleragh - - -			Pattenspark - - -		
nlce - - -			Pollnacraoaghy - - -		
latinny - - -			Skeaghard - - -		
aghteemore - - -			Tooraree - - -		
ragh - - -			Woodpark - - -		
n - - -					
ghil - - -			Bekan - - -		
con - - -			Bobogerawer - - -		
arrow - - -			Bracklagh - - -		
ltran - - -			Brackloon, West - - -		
sky - - -	Cloonacurry - - -				
ghernaun - - -	Cloonbookeighter - - -				
naghmoyle - - -	Cloonbookoughter - - -				
nvaghera - - -	Cloonbulban - - -				
	Cloonlara - - -				
lyroe - - -	Cloontumper - - -				
lragh - - -	Derrymore - - -				
rowcor - - -	Drumaderry - - -				
rownamallaght - - -	Erriff - - -				
urchfield - - -	Greenwood - - -				
onturnan - - -	Island - - -				
ondace - - -	Killylea - - -				
onfaughna - - -	Knockaunacat - - -				
ontarriff - - -	Larganboy, East - - -				
ogue, North - - -	Larganboy, West - - -				
ogue, Middle - - -	Lassanny - - -				
ogue, South - - -	Lisbaun, West - - -				
gganbrack - - -	Lissaniska - - -				
ckaunrannell - - -	Loughanboy - - -				
lentragh - - -	Reask - - -				
raghlahan - - -	Turlough - - -				
erryool - - -					
raddda - - -	Aderg - - -				
un - - -	Ballybeg - - -				
garrieff - - -	Ballyglass, Lower - - -				
loveeny - - -	Ballyglass, Middle - - -				
eat - - -	Ballykilleen - - -				
patrick - - -	Bargarrieff - - -				
gheramore - - -	Carrowbeg - - -				
h - - -	Carrowmore - - -				
	Corraun - - -				
	Cottage - - -				
	Curries - - -				
	Derrintogher - - -				
	Derrylea - - -				
	Garraun - - -				
	Gortnageeragh - - -				
	Knockbrack - - -				
	Levallyroe - - -				
	Scregg - - -				
	Tonregee - - -				
	Tullaghaun - - -				
	Ballinvilla Demesne - - -				
	Ballybaun - - -				
	Belesker - - -				
	Brickeens - - -				
	Bunduff - - -				
	Carrickacat - - -				
	Carrowkeel, West - - -				
	Carrowmore, West - - -				
	Carrowneden - - -				
	Cartron - - -				
	Cornacarta - - -				
	Cossallagh - - -				
	Cuilbeg - - -				
	Cuiltycreaghan - - -				
	Culnacledha - - -				
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UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Continued.</i>	All the Town-lands in this Union are in the County of Galway, except the Town-lands in Inish-bofin Electoral Division.		<i>CLIFDEN—continued.</i>	All the Town-lands in this Union are in the County of Galway, except the Town-lands in Inish-bofin Electoral Division.	
Doonbeg - - -	- - -	- - -	Ballinaleama - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Carrickarone - - -	- - -	- - -
Doonbeg Island - - -	- - -	- - -	Carricklea - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Creggoduff - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Chapel Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Doonloughan - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Doonawaul - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Duck Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Emlagharan - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunamenara - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunamid - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunaleama - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunane - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Inishdugga - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Inisheeshalmore - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Inishkeeragh - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Keerhaunmore - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Keerhaun, South - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Knock - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Leaghcarrick - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Lehid - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Lyalbeg - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Lyalmore - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Manninbeg - - -	- - -	- - -
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Doonbeg - - -	- - -	- - -	Pollrevagh - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Silverhill - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Thash - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Truska - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	One Hundred and Thirty-five small Islands - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Ardillaun - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Ballinaboy - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Boolagare - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Curhownagh - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Derrigimlagh - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Derryeigher - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Drinagh - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Drimmeen - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Keerhaun, North - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Kill - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Maum - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Thirty-one small Islands - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Cloonacartan - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Derryvealawauma - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Derryvoreada - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illion - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illion, East - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illion, West - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Lehanagh, North - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Lue Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Shannakeela - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Ard, East - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Ard, West - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Arduacross Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Avery Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Carna - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Carra Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Colt Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Croaghnaakeela Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Cuilleen - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Dooyeher - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Duck Island - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Freaghillaun - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Glinsk - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Halfmace - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunnacroaghbeg - - -	- - -	- - -
Doonbeg - - -	- - -	- - -	Illaunnacroaghmore - - -	- - -	- - -
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UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLIFDEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway, ex- cept the Town- lands in Inish- bofin Electoral Division.	Knockboy.	CLIFDEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway, ex- cept the Town- lands in Inish- bofin Electoral Division.	Rinvyle.
Inisbigger - - -			Lemnaheltia - - -		
Inishtroaghenmore - - -			Letterbeg - - -		
Inistreh - - -			Lettergesh, East - - -		
Knockboy - - -			Lettergesh, West - - -		
Letterard - - -			Lettermore - - -		
Letterdeskert - - -			Mullaghglass - - -		
Mace - - -			Pollacappul - - -		
Mason Island - - -			Roeillaun - - -		
Moyrus - - -			Roeillaun - - -		
Mweenish Island - - -			Rusheenduff - - -		
Rusheennacholla - - -			Shanaveagh - - -		
Rusheenyvulligan - - -			Shanvallybeg - - -		
St. Macdara's Island - - -			Tonadooravaun - - -		
<i>Twenty-five small Islands</i>			Tooreena - - -		
			Tullybeg - - -		
			Tullymore - - -		
			<i>Twenty-seven small Islands</i>		
Athry - - -			Errisbeg, East - - -		
Boheeshal - - -			Errisbeg, West - - -		
Caher - - -			Ervallagh - - -		
Canower - - -			Inishlackan - - -		
Cappaghoosh - - -			Inishnee - - -		
Cashel - - -			Letterdife - - -		
Cloonisle - - -			Murvey - - -		
Derryadd, East - - -			Mutton Island - - -		
Derryneen - - -			Oghly Island - - -		
Derrysillagh - - -			Roundstone - - -		
Doonreaghan - - -			<i>Twenty small Islands</i>		
Garroman - - -					
Glencrees - - -			Attigodaun - - -		
Lehanagh, South - - -			Aughrusbeg - - -		
Lettercamus - - -			Aughrusmore - - -		
Lettershinna - - -			Barnahallia - - -		
Lissoughter - - -			Claddaghduff - - -		
Rosroe - - -			Cartoorbeg - - -		
Scrahallia - - -			Courhoor - - -		
Tawnaghbaun - - -			Cloon - - -		
Tawnaghmore - - -			Cruagh Island - - -		
<i>Seventeen small Islands</i>			Cushatrough - - -		
			Emlagh - - -		
Beaghy Island - - -			Fountainhill, or Knock- avilra - - -		
Beaghy, North - - -			Friar Island - - -		
Bunnahown - - -			Gannoughs - - -		
Croghnut - - -			Glen - - -		
Derryrush - - -			Gooreen - - -		
Glenaruid - - -			Gooreenatinny - - -		
Gowla - - -			Grallagh - - -		
Gowlan, East - - -			High Island - - -		
Illaunacrogghnut - - -			Leagaun - - -		
Illaunard - - -			Maw - - -		
Illaungorm, North - - -			Moorneen - - -		
Illaungorm, South - - -			Patches - - -		
Inishtravin - - -			Rossadillisk - - -		
Kylesalia - - -			Rusheen - - -		
Loughaconeera - - -			Sturakeen - - -		
Loughawee - - -			<i>One hundred and Sixty- seven small Islands</i>		
North Island - - -					
<i>Four small Islands</i>					
			Ardmore - - -		
Ardnagreevagh - - -			Beagha - - -		
Braadillaun - - -			Birbeg Island - - -		
Cashleen - - -			Birmore Island - - -		
Cloonlooaun - - -			Callancruck - - -		
Curragh - - -			Callowfinish - - -		
Currywongaun - - -			Dooletter, East - - -		
Dawrosbeg - - -			Dooletter, West - - -		
Dawrosmore - - -			Finish Island - - -		
Derryherbert - - -			Glennaun - - -		
Derryinver - - -			Illaunakerka Islands - - -		
Freaghillaun, North - - -					
Gerteenaglogh - - -					
Inishbroon - - -					
Kanrawer - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>SPEDEN—continued.</i>	All the Town-lands in this Union are in the County of Galway, except the Town-lands in Inishbofin Electoral Division.	Skannive.	<i>CLOGHEEN—continued.</i>	All the Town-lands in this Union are in the County of Tipperary, except two Townlands in Tullaghmelan Electoral Division.	Ballybacon.
Maunaknock - - -			Crohan - - -		
Inishmuskerry - - -			Curragh - - -		
Kilkieran - - -			Curraheen - - -		
Kinnelly Islands - - -			Frehan - - -		
Letterpibrum - - -			Kildanoge - - -		
Rusheennamanagh - - -			Kilgrogymore - - -		
Shannadonnell - - -			Kilmanceen - - -		
Shannawirra - - -			Knockballiniry - - -		
Sixteen small Islands - - -			Poulatar - - -		
			Raheen - - -		
			Tullow - - -		
Blackrock - - -			Ballyporeen - - -		
Clonamore - - -			Ballywilliam - - -		
Davillaun - - -			Barnahown - - -		
Doonahineena - - -			Carrigavistéal - - -		
Fawnmore - - -	Mayo - - -	Inishbofin.	Cooladerry - - -		
Glassillan - - -			Coolapreavan - - -		
Glassillanadoon - - -			Curraleigh, East - - -		
Inishgort - - -			Curraleigh, West - - -		
Inishlyon - - -			Dangan - - -		
Inishkinnybeg - - -			Doolis - - -		
Inishkinnymore - - -			Glenacunna - - -		Ballyporeen.
Inishshark - - -			Gorteeshal - - -		
Knock - - -			Kilnamona - - -		
Lecky Rocks - - -			Knocknagapple - - -		
Middlequarter - - -			Lisfunshion - - -		
Port Island - - -			Lyrefune - - -		
Stags of Bofin - - -			Moher - - -		
Westquarter - - -			Newcastle - - -		
Forty small Islands - - -					
<i>CLOGHEEN:</i>	All the Town-lands in this Union are in the County of Tipperary, except two Townlands in Tullaghmelan Electoral Division.	Ardfinnan.	Ballysheehan - - -	- - -	Burncourt.
Ballydrinan - - -			Burncourt - - -		
Ballyhist - - -			Carriganroe - - -		
Ballylaffin - - -			Coolantallagh - - -		
Ballyveera - - -			Cranagh - - -		
Carrow - - -			Cullenagh - - -		
Clocully - - -			Cullenagh, South - - -		
Cloghardeen - - -			Garrandillon - - -		
Cloghardeen - - -			Glencallaghan - - -		
Commons - - -			Hopkinsrea - - -		
Corrabella - - -			Inchnamuck - - -		
Croughta - - -			Kilbeg - - -		
Farraneshagh - - -			Killavenoge - - -		
Garryduff - - -			Knockaarum - - -		
Garryroe - - -			Raheenroe - - -		
Gormanstown - - -			Shanbally - - -		
Gortnualower - - -	- - -	Caher.	Scart, East - - -		
Keal - - -			Scart, West - - -		
Kilballygorman - - -			Toorbeg - - -		
Killaidamee - - -			Toormore - - -		
Knocknadempsey - - -					
Knocknakillady - - -			Ballymacadam, East - - -		
Knockroe - - -			Ballymacadam, West - - -		
Lackanabrickane - - -			Ballymacadam (Austin) - - -		
Lacken - - -			Ballynamona - - -		
Ladysabbey - - -			Caherabbey, Lower - - -		
Lisheenanol - - -			Caherabbey, Upper - - -		
Lisheenpower - - -			Carrigeen - - -		
Lodge - - -			Clonmore, North - - -		
Magherareagh - - -			Clonmore, South - - -		
Magherareagh - - -			Coolaclamper - - -		
Moancrea - - -			Farranagark - - -		
Monroe, East - - -			Garnavilla - - -		
Monroe, West - - -			Garnavilla - - -		
Neddans (Farran) - - -			Garrycloher - - -		
Neddans (Nangle) - - -			Grangebeg - - -		
Rathokelly - - -			Grangemore - - -		
Rathokelly - - -			Kilcommonbeg - - -		
Scart - - -			Kilcommonmore, North - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GREEN—continued.			CLOGHER:		
Barryroan - - -	All the Town- lands in this Union are in the County of Tipperary, except two Townlands in Tullaghmelan Electoral Di- vision.	Tubbrid.	Aghintain - - -	Tyrone - - -	Aghintain.
Ballynure - - -			Ballyness - - -		
Knockannapisha - - -			Beigh Glebe - - -		
Boughacutteen - - -			Bolies - - -		
Leahill - - -			Cavanacark - - -		
Boulaculleare - - -			Donaghmoyne - - -		
Boosca (Burke) - - -			Knocknacorney - - -		
Boosca (Hickey) - - -			Lislane - - -		
Boosca (Miles) - - -			Lungs - - -		
Cartana - - -			Mountstewart - - -		
Cartbeg - - -	Mallabeney - - -	- ditto - - -	Augher.		
Cartnaglorane - - -	Prolusk - - -				
Curry - - -	Shantonagh - - -				
Dubbrid - - -	Syunshin - - -				
Whitechurch - - -	Townagh - - -				
	Tullyquin Glebe - - -				
	Altnaveagh - - -				
	Annaloughan - - -				
	Augher Tenements - - -				
	Ballygreenan - - -	- ditto - - -	Aughnacloy.		
	Ballylagan - - -				
	Ballynagurragh - - -				
	Branter - - -				
	Caldrum - - -				
	Carr - - -				
	Castlehill Demesne - - -				
	Cornamucklagh - - -				
	Derries - - -				
	Derryclay - - -				
	Derrynascobe - - -	- ditto - - -	Ballagh.		
	Farranetra - - -				
	Kilclay - - -				
	Mullaghmore - - -				
	Mullans - - -				
	Roughan - - -				
	Sessia - - -				
	Tully - - -				
	Annagh - - -				
	Belragh - - -	- ditto - - -	- - - -		
	Branny - - -				
	Commons - - -				
	Corderry - - -				
	Dernabane - - -				
	Derrycush - - -				
	Drone - - -				
	Drumearn - - -				
	Drummond - - -				
	Glack - - -				
	Glencull - - -	- ditto - - -	- - - -		
	Glenroe - - -				
	Glencrew - - -				
	Knockadreen - - -				
	Lisadavil - - -				
	Mullaghmore, West - - -				
	Mulnahorn - - -				
	Plaister - - -				
	Ravellea - - -				
	Rouskey - - -				
	Shantavny - - -	- ditto - - -	- - - -		
	Tully - - -				
	Aghnaglogh - - -				
	Annagh (Augher) - - -				
	- ditto - - -	Ballagh.			
			Ballagh - - -		
			Ballymacan - - -		
			Fardross Demesne - - -		
			Fardross Mountain - - -		
	Findermore - - -	- ditto - - -	- - - -		
	Gunnell - - -				
Ballinhalla - - -	- - - -	Tullaghorton.			
Ballyhistbeg - - -					
Ballyknockane - - -					
Ballytrehy - - -					
Bohernagore, East - - -					
Bohernagore, West - - -					
Castlegrace - - -					
Coolbaun - - -					
Doughill - - -					
Gortacullin - - -					
Graigue - - -					
Graigue - - -					
Kilgroggybeg - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CLOGHER—continued.</i>			<i>CLOGHER—continued.</i>		
Derrygorry - - -	Monaghan	Derrygorry.	Alderwood - - -	Tyrone	Fivemiletown.
Derrylevick - - -			Annagh (Blessingbourne)		
Dromore - - -			Annagh Demesne - - -		
Drumartigan - - -			Artclea - - -		
Drumbirn - - -			Ballyvaddan - - -		
Esker - - -			Beagh - - -		
Griffin - - -			Blacklands - - -		
Grey Hill - - -			Breakly - - -		
Killybrone - - -			Corcreevy - - -		
Killyhoman - - -			Corcreevy Demesne - - -		
Killyloughavoy - - -			Crockacleaven - - -		
Killyreask - - -			Crocknahull - - -		
Moy - - -			Cullentra - - -		
Mullaghmore - - -			Cullynane - - -		
Mullaghshelsana - - -			Fivemiletown - - -		
Mullanacask - - -			Glennoo - - -		
Mullanacross - - -			Gortmore - - -		
Mullanafinnog - - -			Kiltermon - - -		
Mullynure - - -			Loughermore Glebe - - -		
Raflacony - - -			Mullaghmore - - -		
Skinnahergna - - -	Tyrone	Errigal.	Rahack Glebe - - -	- ditto - -	Foremass.
Tavanagh - - -			Ranenly - - -		
Urlish - - -			Relessy - - -		
			Tattanelen - - -		
			Timpany - - -		
			Tircar - - -		
			Altamooskan - - -		
Bloomhill - - -			Dunmoyle - - -		
Brackagh - - -			Fallaghearn - - -		
Cleanally - - -	Tyrone	Errigal.	Foremass, Lower - - -	- ditto - -	Foremass.
Culnaha - - -			Foremass, Upper - - -		
Drummalta - - -			Lurganboy - - -		
Errigal - - -					
Fernamenagh - - -			Aghindrumman - - -		
Garvaghy - - -			Alhanaveragh - - -		
Glenschuil - - -			Ballaghneed - - -		
Gort - - -			Carntallbeg - - -		
Keady - - -			Carntallmore - - -		
Kilgreen, Lower - - -			Cattor - - -		
Kilgreen, Upper - - -	- ditto - -	Favor Royal.	Corboe - - -	- ditto - -	Killyfaddy.
Knockbrack - - -			Corkhill - - -		
Rarogan - - -			Corkhill Demesne - - -		
			Dromore, Lower - - -		
Altadaven - - -			Dromore, Middle - - -		
Annaghilla - - -			Dromore, Upper - - -		
Ballynany - - -			Eskragh - - -		
Ballynasaggart - - -			Fogart - - -		
Carran - - -			Killaney, Lower - - -		
Cavey - - -			Killaney, Upper - - -		
Crew - - -	- ditto - -	Favor Royal.	Killyfaddy - - -	Monaghan	Shanmullagh.
Crossboy - - -			Kilnahusogue - - -		
Cullenbrone - - -			Lislea - - -		
Dernasell - - -			Lurganaglare - - -		
Derrymeen - - -			Mullans (Killyfaddy) - - -		
Drumadarragh - - -			Raveagh - - -		
Drumcorke - - -			Skelgagh - - -		
Drumcullion - - -			Tatnadaveny - - -		
Durless (Black) - - -					
Durless (White) - - -			Aghamackalinn - - -		
Edenmore - - -	- ditto - -	Favor Royal.	Ardkirk - - -		
Favor Royal Demesne - - -			Coolberrin - - -		
Feddian - - -			Coraghbrack - - -		
Fymore (Mourtray) - - -			Cornaheive - - -		
Fymore (Todd) - - -			Corry - - -		
Gallagh - - -			Dernadariff - - -		
Halftown - - -			Dernagola - - -		
Lettery - - -			Derryleabeg - - -		
Lismore - - -			Derryleamore - - -		
Lisnabunny - - -			Derryrellan - - -		
Lisnawery - - -	- ditto - -	Favor Royal.	Drumlester - - -		
Rough Hill - - -					
Sess - - -					
Tullybryan - - -					
Tullylinton - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLOGHER—continued.			CLONAKILTY—continued.	All the Town-lands in this Union are in the County of Cork.	
Edenmore - - -	Monaghan	Shanmullagh.	Dunmore - - -	- - -	Ardfield.
Glenmore - - -			Dunmycove - - -		
Greagh - - -			Dunowel, Ardfield parish		
Killanny - - -			Dunowel, Islands parish		
Killybern - - -			Farran - - -		
Killydreen - - -			Garrymore - - -		
Killyslavan - - -			Goat Island - - -		
Luppan - - -			Greenanes - - -		
Mullagh, Otrá - - -			Greenfield - - -		
Rakelly - - -			Little Island - - -		
Shanmullagh - - -	Lonagh - - -	- - -	Argideen.		
Tireran - - -	Mountain Common				
Ballynapottoge - - -	Moneennamucky - - -				
Cavankilgreen - - -	Muckruss - - -				
Cavan O'Neill - - -	Pallas - - -				
Cravenny, Irish - - -	Rinneen - - -				
Derrycreevy - - -	Ahagilla - - -				
Doolargy - - -	Bealad, East - - -				
Drumaslaghy - - -	Bealad, West - - -				
Garvey - - -	Bohona - - -			- - -	Butlerstown.
Golan - - -	Clasharusheen - - -				
Killyneery - - -	Coorleigh, North - - -				
Lisbeg - - -	Derryvreen - - -				
Lisdoart - - -	Derryvreen - - -				
Lisginny - - -	Gearagh - - -				
Loughans - - -	Knockanoran - - -				
Mullaghbane - - -	Knockatlowig - - -				
Skey - - -	Knocks - - -				
Tirelughan - - -	Knocks - - -				
Tullyvar - - -	Sleeven - - -	- - -	Cahermore.		
Tullywinny - - -	Ardecoohig - - -				
	Ballincollop - - -				
	Ballinluig - - -				
	Ballinvroig - - -				
	Ballycardeen - - -				
	Ballyhigeeen - - -				
	Ballyhutch - - -				
	Ballylangry - - -				
	Ballymacredmond - - -				
	Ballymacshoneen - - -				
	Ballynamona - - -	- - -	Castleventry.		
	Butlerstown - - -				
	Butlerstown - - -				
	Carigeen - - -				
	Curraheen - - -				
	Dunworly - - -				
	Kilsillagh - - -				
	Lissycrineen - - -				
	Shanaghobarrowvane - - -				
	Tirnaneen - - -				
	Cahermore - - -				
	Carrigagrenane - - -				
	Carrigfadda - - -				
	Freabanes - - -				
	Glanbrack - - -				
	Maulatanvally - - -				
	Maulyregan - - -				
	Reanascreena, North - - -				
	Reanascreena, South - - -				
	Tinneel - - -				
	Castleventry - - -				
	Clashatarriff - - -				
	Coolnagry - - -				
	Derryvaun - - -				
	Foxhall - - -				
	Inchinattin - - -				
	Killeigh - - -				
	Knockfeen - - -				
	Maulvirane - - -				
	Sarue - - -				
CLONAKILTY:	All the Town-lands in this Union are in the County of Cork.				
Abbeymahon - - -	- - -	Abbeymahon.		- - -	
Aghafore - - -					
Aghmamster and Spittal					
Ardgehane - - -					
Creggane - - -					
Curraheverm, East					
Curraheverm, West					
Currahy - - -					
Garrane - - -					
Grangebeg - - -					
Grangemore - - -	- - -	Ardfield.		- - -	
Lehenagh - - -					
Lislevane - - -					
Ahagilla - - -					
Balteenbrack - - -					
Ballyluck - - -					
Ballyva - - -					
Balteenbrack - - -					
Brittas, Islands parish					
Brittas, Ardfield parish					
Brownstown - - -	- - -			- - -	
Caber - - -					
Caherlarhig - - -					
Carhoo - - -					
Camus - - -					
Clonlea - - -					
Clooncunnig - - -					
Corrabally, Ardfield pa- rish - - -					
Corrabally, Kilkerran- more parish - - -					
Creeboy, Ardfield parish					
Creeboy, Islands parish	- - -			- - -	
Dairies - - -					
Drombeg - - -					
Duneen, Ardfield parish					
Duneen, Islands parish					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
ES—continued.			CLONES—continued.			
Argy - - -	Monaghan	Clones.	Lisnamallard - - -	Fermanagh	Coolnamarrow.	
Garhill - - -			Loughgare - - -			
Ignakelly - - -			Mount Darby - - -			
Jonard's Island - -			Mullynalughoge - -			
Peggerton - - -			Rathmorán - - -			
Snaroe, Far - - -			Rateen - - -			
Snaroe, Near - - -			Strananerriagh - -			
Boarty - - -			Tattycam - - -			
Ingfield - - -			Tattynageeragh - -			
Aggheranure - - -			Tattynagolan - - -			
Mullanacloy - - -			Tireevil - - -			
Mullanamoy - - -			Tully - - -			
Munilly - - -						
Anmullagh, South -			Aghadrumdoney - - -			
Underagee - - -			Aghareagh, West - -			
Behill - - -			Aghnahola - - -			
Enahinch, Far - - -			Aghnaskew - - -			
Enahinch, Near - -			Annagheane - - -			
			Annaveagh - - -			
Artra - - -			Annies - - -			
Donagun - - -			Callowhill - - -			
Doncallick - - -			Carnroe - - -			
Doncloghy - - -			Cavanreagh - - -			
Doncorick - - -			Cavany - - -			
Donfad - - -			Clonfad - - -			
Donfard - - -			Coolnacarte - - -			
Dongowna - - -			Cornapaste - - -			
Donmackan - - -	Fermanagh		Corrackan - - -			
Donnivrin - - -			Corraskea - - -			
Derrybrack - - -			Drumavan - - -			
Derrygoas - - -			Drumaveale - - -	Monaghan	Currin.	
Derrynure - - -			Drumbure - - -			
Deelaghy - - -			Drumgarra - - -			
Dooleena - - -			Drumhillagh - - -			
Donnabab Island - -			Drumreenagh - - -			
Deepwalk - - -		Clonkeelan.	Dungonnan - - -			
Devegarrow - - -			Duntrim - - -			
			Fastry - - -			
Donkeelan - - -			Hilton Demesne - -			
Donlura - - -			Killark - - -			
Donnagore - - -			Killyfargy - - -			
Donoula - - -	Monaghan		Knocks, West - - -			
Doonan - - -			Lattacrossan - - -			
Doonan - - -			Lisarearke - - -			
Doonan - - -			Lislea - - -			
Doonan - - -			Lisnalee - - -			
Doonan - - -			Sandhills - - -			
Doonan - - -			Skerrick, East - - -			
Doonan - - -			Skerrick, West - - -			
Doonan - - -			Tullyhumphry - - -			
Doonan - - -						
Doonan - - -				Askill - - -		
Aghadrumsee and Killy-				Corlat - - -		
gorman - - -			Cornacaghan - - -			
Agharooky - - -			Crockerahoas - - -			
Aghnachuil - - -			Derrybeg, East - - -			
Annaghilly, North -			Derrydoon - - -			
Arnot's Grove - - -			Derrykeny - - -			
Asallagh - - -			Derrykerrib - - -			
Coolnamarrow - - -			Derrysteaton - - -			
Coolnasillagh - - -			Drumbrughas, East -			
Corflugh - - -			Galloon - - -	Fermanagh	Derrysteaton.	
Corraghy - - -			Goladuff - - -			
Corradaghy - - -	Fermanagh	Coolnamarrow.	Gubb - - -			
Rockarevan - - -			Kevenagh - - -			
Rocknaboghill - - -			Kilgarrow - - -			
Donabacky - - -			Killynubber - - -			
Donaglug and Drumaa -			Killyraw - - -			
Derrynawilt, West -			Landbrock - - -			
Drumsoo - - -			Mullaghgare - - -			
Drumswolds - - -			Parson Green Glebe -			
Donlan - - -			Starraghan - - -			
Killyfole - - -						
Killylacky - - -						
Knocknalsoset - - -						
Donnamy - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLONES--continued.			CLONES--continued.		
Annachullion Glebe -	Fermanagh	Dresternan.	Aghnaskea - - -	Monaghan	Killeevan.
Annaghard - - -			Annagose - - -		
Annaghilly, South -			Annamakiff - - -		
Annaghkeel - - -			Ballynure - - -		
Annynanum - - -			Boughill - - -		
Bunnablaneybane -			Cappog - - -		
Cornacreeve - - -			Cavanavally - - -		
Cornamucklagh - -			Conaghy - - -		
Cortaher - - -			Cormoy - - -		
Cortrasna - - -			Davagh - - -		
Crockawaddy Glebe -			Derryleggan - - -		
Crocknagross - - -			Drumacoon - - -		
Cromaghy - - -			Drumbaragh - - -		
Derrynacloy - - -			Drumcaw - - -		
Dresternan - - -			Drumgarly - - -		
Drumbrughas - - -			Drummullan - - -		
Drummerwinter - -			Drumshannon - - -		
Drumman's Glebe -			Effernagh - - -		
Follum, Big - - -			Ellinure - - -		
Follum, Little - - -			Genagh - - -		
Gortindarragh - -			Glinch - - -		
Greaghacapple - -			Guardhill - - -		
Killylifferbane Glebe -	ditto	Drummull.	Killeevan Glebe - -	ditto	Magheraveel
Killylifferdoo - - -			Killycoonagh - - -		
Knappagh - - -			Killyfuddy - - -		
Knockmacaroony Glebe			Killygone - - -		
Lisroon - - -			Killygorman - - -		
Mullans - - -			Kilnamaddy - - -		
Mullavea Glebe - -			Listellan - - -		
Mullycavan - - -			Roosky - - -		
Shanaghy - - -			Shanco - - -		
Tattintonegan - - -			Tinary - - -		
Tattymorris - - -			Bohasset - - -	Fermanagh	Kilturk.
Tattynacunnian - -			Bun - - -		
Tibberedoge Glebe -			Derrycorby - - -		
Tonity Bog - - -			Derrygennedy - - -		
Tonydrummallard -			Dooat - - -		
Aghnaskew Glebe - -			Drumgolond - - -		
Annaghmore Glebe -			Killalahard - - -		
Annaghmullin - - -			Killynacran - - -		
Cleenagh - - -	Monaghan		Lehinch - - -	ditto	
Clogher - - -			Lisnaknock - - -		
Clonkee - - -			Aghaboy - - -		
Clonnarog - - -			Bellmount - - -		
Clonshannagh - - -			Carrigans - - -		
Derryelvin - - -			Clonatty - - -		
Drumboghanagh Glebe -			Cloncaran - - -		
Drumcrin - - -			Clonckera - - -		
Drumgramph - - -			Cloncorr - - -		
Drummully - - -			Clonfeile - - -		
Edergool - - -			Clonmaulin - - -		
Gortnacarrow - - -			Clonumphry - - -		
Gubdoo - - -			Cornaclare or Johnstown		
Hermitage - - -			Derrycree - - -	ditto	
Kiltober - - -			Drumady - - -		
Lisnadurk Glebe, North			Drumbealimy - - -		
Lisnadurk Glebe, South			Drumbinnisk - - -		
Lisnadurk, Middle -			Drumcru - - -		
Renogher Glebe - -			Drumharriff - - -		
Teer - - -			Drummusky - - -		
Annaghraw - - -			Drumrainy - - -		
Clonfad - - -			Galbally - - -		
Clonnestin - - -			Gortgarvan - - -		
Clonoony - - -			Gortinure - - -		
Clonrye - - -			Kilridd - - -		
Clonshanvo - - -			Kilroosky - - -		
Clontask - - -			Kilturk, South - -		
Drumsloe - - -			Knocks - - -		
			Lacky - - -		

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>continued.</i>			<i>CLONES—continued.</i>		
Lea - - - - -	Fermanagh	Magheraveely.	Rabows - - - - -	Monaghan	Newbliss.
Lace - - - - -			Racaulfield - - - - -		
Loughkilly Green - - - - -			Radeerpark - - - - -		
Magheramore - - - - -			Rateerbane - - - - -		
Magherareagh - - - - -			Scarvy - - - - -		
Malynavannoge - - - - -			Searkin - - - - -		
Shirbrick Glebe - - - - -			Skeachorn - - - - -		
Shanock - - - - -			Teer - - - - -		
Shanock Green - - - - -			Ture - - - - -		
Shilustrin - - - - -			Tullyreas - - - - -		
Shomerhill - - - - -					
Shitygorman - - - - -			Aghagay - - - - -	Fermanagh	Newtownbutler.
Shony - - - - -			Aghnahinch - - - - -		
Sharoosky, East - - - - -	ditto	Mullynagowan.	Bohora - - - - -		
Sharoosky, West - - - - -			Cavanagh - - - - -		
Shanagh - - - - -			Cavanacurragh - - - - -		
Shelywillin - - - - -			Clonelty - - - - -		
Shemeyhome - - - - -			Cornabragh - - - - -		
Shescreenagh - - - - -			Cullion - - - - -		
Shilea - - - - -			Drumclay - - - - -		
Sherymeen - - - - -			Drumcrin - - - - -		
Shimbarry - - - - -			Drumguilliagh - - - - -		
Shimbullog - - - - -			Drumquillia - - - - -		
Shimmaw - - - - -			Drumrainduff - - - - -		
Shimgrim - - - - -			Drumralla - - - - -		
Shimbrannan - - - - -			Farm - - - - -		
Shimtraw - - - - -			Feugh - - - - -		
Shimny - - - - -			Gortgommon - - - - -		
Shimore - - - - -			Gortleet - - - - -		
Shinacran - - - - -			Kilgarrett - - - - -		
Shinakirk - - - - -			Killaghy - - - - -		
Shinready - - - - -			Killaspeen - - - - -		
Shinroot - - - - -			Killycarnan - - - - -		
Shinrockawaddy - - - - -			Killyroo - - - - -		
Shinrockmackegan - - - - -			Kilmacbrack - - - - -		
Shinmacaffry - - - - -			Leitrim - - - - -		
Shinarris - - - - -			Lettergreen - - - - -		
Shinashillida - - - - -			Lurganboy - - - - -		
Shinlaghbreedin - - - - -			Mockbeggar - - - - -		
Shinlynagowan - - - - -			Mullaghblaney - - - - -		
Shinloal - - - - -			Mullaghlehan - - - - -		
Shingvilla - - - - -			Mullydinnity - - - - -		
Shintybulk - - - - -			Mullyduff - - - - -		
			Mulnahorn - - - - -		
			Pipers Hill - - - - -		
			Sandholes - - - - -		
			Sheeny - - - - -		
	Monaghan	Newbliss.	Aghnashammer - - - - -	ditto	Rosslea.
Shinamard - - - - -			Annaghlee - - - - -		
Shindinnery - - - - -			Annaghmartin - - - - -		
Shinalong - - - - -			Annagolgan - - - - -		
Shinconnelly - - - - -			Annahervy - - - - -		
Shincummins - - - - -			Annahone - - - - -		
Shinkeeran - - - - -			Annashanco - - - - -		
Shinssbane - - - - -			Bunlougher - - - - -		
Shinssreagh - - - - -			Bunmichael - - - - -		
Shinmee - - - - -			Bruscarnagh - - - - -		
Shinmulo, North - - - - -			Cloghmore - - - - -		
Shinmulo, South - - - - -			Coolnalong - - - - -		
Shinmuff - - - - -			Corbane - - - - -		
Shinmreenagh - - - - -			Cordoolagh - - - - -		
Shinmswords - - - - -			Cornamramurphy - - - - -		
Shinmseark - - - - -			Corragunt - - - - -		
Shinmagh - - - - -			Corraleek - - - - -		
Shinlanduff - - - - -			Corrinshigo - - - - -		
Shinrtgranard - - - - -			Crockada - - - - -		
Shinrtthana - - - - -			Deerpark - - - - -		
Shinrumber - - - - -			Derryard - - - - -		
Shinrturk - - - - -			Derrygannon - - - - -		
Shinroe - - - - -			Derrygelly - - - - -		
Shinrabuck - - - - -			Derryheanlish - - - - -		
Shinralea - - - - -			Derrylo - - - - -		
Shinodarragh - - - - -					
Shinmagore - - - - -					
Shinllaghboy - - - - -					
Shinwbliss - - - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLONES—continued.			CLONMEL:		
Derrynawilt, East -			Ballyclerahan -		
Derrynesse -			Blackcastle -		
Derryvolan -			Carrickcaneen -		
Drumacrittin -			Clashavaddra -		
Drumerheeve -			Clonmore -		
Drumgoast -			Currenstown -		
Drumguiff -			Decoy -		
Drumshancorick -			Garryndrihid -		
Drumyarkin -			Garryntemple -		
Ervey -			Graigue -		
Eshekerin -			Killock -	Tipperary	Ballyclerahan
Eshnadarragh -			Kilmolash, Lower -		
Eshywulligan -			Kilmolash, Upper -		
Feagh -			Kilmurry -		
Greaghaverrin -			Lavally, Lower -		
Greaghawarren -			Lavally, Upper -		
Greaghnagore -			Moorstown -		
Greaghnamoyle -			Moorstown -		
Inver -			Shanballyard -		
Killyvilly -			Woodrooff -		
Knockavea -			Woodrooff -		
Knocknalear -	Fermanagh	Rosslea.	Woodrooff -		
Lannaght -					
Legacurry -			Ardpaddin -		
Liskilly -			Ballydonagh -		
Lismacashela -			Ballymacarbry -		
Lisnavoe -			Ballymakee -		
Lisnawesnagh -			Bawnfune -		
Milligans -			Boolabrien, Lower -		
Mullaghbrady -			Boolabrien, Upper -		
Mullaghconnelly -			Castlequarter -		
Mullaghglass -			Clogheen -	Waterford	Ballymacar
Mullanahinch -			Clonanav -		
Pottigh -			Curraheenavoher -		
Rathkeevan -			Glasha -		
Rellan -			Knockalisheen -		
Rosslea -			Sillaheens -		
Scribby -			Smallquarter -		
Spring Grove -			Toorala -		
Tattinbarr -			Whitehousequarter -		
Tattygormican -			Whitesfort -		
Tattymore -					
Tonnaghboy -					
			Ardgeeha, Lower -		
Aghagaw -			Ardgeeha, Upper -		
Billary -			Ballyvaughan -		
Bullogbrean -			Borheenduff -		
Cappagh -			Boherduff -		
Cappagh (Kilgormly) -			Burgagery Lands, East -		
Carnowen -			Burgagery Lands, West -		
Carrickmore -			Carrigeen -		
Drumaddagorry -			Clashaniska, Lower -		
Drumaddarainy -			Clashaniska, Upper -		
Drumcru (Renwick) -			Clears Land -		
Drummully -			Cooleen -		
Garran -			Croane -		
Granshabeg -			Doon -		
Granshamore -			Ferryhouse -	Tipperary	Clonmel.
Kilgormly -	Monaghan	St. Tierney.	Glenalmy -		
Kilycronaghan -			Gortmaloge -		
Latgallan -			Giantsgrave -		
Lisgall -			Gurtnafleur -		
Lislannan -			Haywood -		
Lismeagh -			Haywood -		
Loughoony -			Horsepasture -		
Lowertown -			Kiltegan -		
Magherarny -			Knockauncourt -		
Nook -			Laganore -		
Ramoy -			Lawlesstown -		
Shankill -			Lawlesstown -		
Stranagarvagh -			Moangarriff -		
Templetate -			Moanmehill -		
Tircooney -			Moortown -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLONMEL—continued.			CLONMEL—continued.		
Mylerstown - - -	Tipperary	Clonmel.	Gortmore - - -	Tipperary	Inishlounaght.
Parknascaddane - - -			Inishlounaght - - -		
Parkville - - -			Jamestown - - -		
Powerstown - - -			Loughtally - - -		
Powerstown Demesne - - -			Marlfield - - -		
Powerstown Demesne - - -			Monkstown - - -		
Rathduff, Lower - - -			Monkstown - - -		
Rathduff, Upper - - -			Mullaghnoney - - -		
Rathloose - - -			Mylerstown - - -		
Rathnasliggeen - - -			Newchapel - - -		
Rathronan - - -			Patrickswell - - -		
Rathronan Demesne - - -			Rahaniskey - - -		
Redmonstown - - -	Waterford	Graignagower.	Rathkeevin - - -	Waterford	Inishlounaght.
Summerhill - - -			Rathnalour - - -		
Tannersrath - - -			Toberaheena - - -		
Toberaheena - - -					
Womilebridge - - -			Greenan - - -		
Ballyrohan - - -			Ballyknockane - - -	Tipperary	Kilcash.
Barranashingaun - - -			Ballypatrick - - -		
Caherbrack - - -			Carrigaloe - - -		
Carrigroe - - -			Cooloran - - -		
Castlereagh - - -			Graigue - - -		
Coolnabeasoon - - -			Kilcash - - -		
Creggane - - -			Killurney - - -		
Curraghateskin - - -			Knockrathkelly - - -		
Curraghuaagree - - -			Kylanoreashy - - -		
Curtiswood - - -			Mayladstown - - -		
Deerpark - - -			Shanbally - - -		
Deerpark Mountain - - -			Toor - - -		
Drumgorey - - -	ditto	Gurteen.	Tullohea - - -		
Graignagower - - -				ditto	Killaloe.
Kilcreggane - - -			Ballinamore - - -		
Kilgreany - - -			Curtistown - - -		
Knockacoola - - -			FarranJordan - - -		
Knockaraha - - -			Inchanabraher - - -		
Knockatrellane - - -			Kilheffernan - - -		
Knockmeal - - -			Killaloe, Lower - - -		
Leanadampaun Commons - - -			Killaloe, Upper - - -		
Mooreacurragh - - -			Newtown - - -		
Mooreagh - - -			Newtownanner Demesne - - -		
				Waterford	Killaloe.
Boola - - -	ditto	Gurteen.	Barravakeen - - -		
Coolishal - - -			Bawnard - - -		
Curraghkiely - - -			Carricknabrone - - -		
Glen, Upper - - -			Derrinlaur, Lower - - -		
Glennanore - - -			Derrinlaur, Upper - - -		
Glenpatrick - - -			Glendaw - - -		
Gurteen, Lower - - -			Kilganny, Lower - - -		
Gurteen, Upper - - -			Kilganny, Upper - - -		
Knocknaree - - -			Lisheen - - -		
Poulavone - - -			Lyranearla - - -		
Scartlea - - -			Poulboy - - -		
Toor - - -			Poulnagunoge - - -		
	Tipperary	Inishlounaght.	Tikincor, Lower - - -	ditto	Kilmacomma.
Ardeegeha - - -			Tikincor, Upper - - -		
Ballingarrane - - -					
Ballingarrane, North - - -			Caherbaun - - -		
Ballingarrane, South - - -			Glenabbey - - -		
Ballyhimikin - - -			Kilmacomma - - -		
Ballytarsna - - -			Kilnamack, East - - -		
Ballyveelish, North - - -				ditto	Kilronan.
Ballyveelish, South - - -			Glebe - - -		
Barn Demesne - - -			Russellstown - - -		
Barn Demesne - - -			Russellstown, New - - -		
Brunswick - - -					
Chancellorstown, Lower - - -			Ballinvohar - - -		
Chancellorstown, Upper - - -			Ballyboe - - -		
Cruboge - - -			Ballydine - - -		
Drishoge - - -			Ballyglasheen - - -		
Garryroe - - -			Ballyglasheen, Little - - -		
Garryshane - - -			Ballynaraha - - -		
Glennconner - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CLONMEL—continued.			COLERAINE:		
Ballynevin - - -	Tipperary	Kilsheelan.	Aghadowey - - -	Londonderry	Aghadowey.
Butlerstown - - -			Ardcagh - - -		
Clashanisky - - -			Ballinrees - - -		
Cloghcarrigeen, East -			Ballybritain - - -		
Cloghcarrigeen, West -			Ballydevitt - - -		
Clonwalsh - - -			Ballygawley - - -		
Eustaceland - - -			Ballynacallybeg - - -		
Gammonsfield - - -			Ballynacallymore - - -		
Gortbrack - - -			Ballywillin - - -		
Greensland - - -			Carranrallagh - - -		
Kilsheelan - - -			Creveola - - -		
Knockanclash - - -			Creveola Glebe - - -		
Lisbalting - - -			Dernagross - - -		
Lisnatubbrid - - -			Drumacrow - - -		
Manganstown - - -			Gorran - - -		
Minorstown - - -			Keely - - -		
Mullenaranky - - -			Kellykerigan - - -		
Poulakerry - - -	- ditto -	Lisronagh.	Lisboy - - -	- ditto -	Agivey.
Priortown - - -			Lisnamuck - - -		
Seskin - - -			Menagh - - -		
Skahanagh - - -			Moneybrannon - - -		
Temple etny - - -			Moneycarrie, Lower -		
			Moneycarrie, Upper -		
			Mullan - - -		
			Seygorry - - -		
Ballybeg - - -			Culerow - - -		
Ballycornane - - -			Glasgort - - -		
Ballyvaheen - - -			Landagivey - - -		
Caherclogh - - -			Lissaghmore - - -		
Carrigawillin - - -			Mullaghmore Glebe -		
Donaghmore - - -			Mullaghmore - - -		
Kilmore - - -			Ree - - -		
Knockeevan - - -			Clarehill - - -		
Lisronagh - - -	Waterford	St. Mary's.	Clagan - - -		
Moanroe - - -			Cornamuclagh - - -		
Orchardstown, East -			Cullycapple - - -		
Orchardstown, West -			Droghed - - -		
Shanbally - - -			Drumeil - - -		
			Drumsteepie - - -		
Croan, Lower - - -			Glenback - - -		
Croan, Upper - - -			Glenkeen - - -		
Glebe - - -			Inchadoghill - - -		
Glenary - - -			Knockaduff - - -		
Glendalough - - -			Landmore - - -		
Glennagad - - -			Mullaghinch - - -		
Knockalisheen - - -			Risk - - -		
Knocknagriffin - - -			Rusky - - -		
Knocklucas - - -			Scalty - - -		
Monacallee - - -				- ditto -	Articlave.
Oldbridge - - -			Ardina - - -		
Raheen - - -			Articlave, Lower - -		
Scrothea, East - - -			Articlave, Upper - -		
Scrothea, West - - -			Artidillon - - -		
Spa - - -			Ballymoney - - -		
			Ballywildrick, Upper -		
Ballynaclera - - -			Ballywildrick, Lower -		
Boolagh - - -			Ballystrone - - -		
Cappadrummin - - -			Ballywoolen - - -		
Carrigeensharragh -			Belgarrow - - -		
Clarebeg - - -			Bogtown - - -		
Claremore - - -			Carneety - - -		
Drumdeel - - -			Dartress - - -		
Grangebeg - - -	Tipperary	Kiltinan.	Dunalis, Lower - - -		
Killavally - - -			Dunalis, Upper - - -		
Killusty, North - - -			Exorna - - -		
Killusty, South - - -			Formoyle - - -		
Kiltinan - - -			Formullen - - -		
Loughcapple - - -			Gortycavan - - -		
Miltownbritton - - -			Killyveety - - -		
Moanbarron - - -			Knockmult - - -		
Tooreen - - -			Knocknoghier - - -		
Tullow - - -			Liffock - - -		
Walshsbog - - -			Sconce - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
COLERAINE—continued.			COLERAINE—continued.		
Allyartan - - -	Londonderry -	Ballylagan.	Island Carragh, North -	Antrim - -	Beardville.
Magh - - - -			Priestland, East - -		
Boghill - - - -			Priestland, West - -		
Maneshill - - -			Seneirl - - - -		
Drumadragh - -			Townend - - - -		
Undooan - - - -			West Park - - - -		
Wateside - - - -			Ballyrock, Irish - -		
Boguestown - -			Ballyrock, Scotch -		
Bughan Hill - -			Ballywatt, East - -		
Undooan - - - -			Ballywatt, Leggs - -		
Ballylagan, North -			Ballywatt, West - -		
Ballylagan, South -			Carnglassbeg - - -		
Ballymaclevennon, East -			Carnglassmore - -		
Ballymaclevennon, West -			Kilmoyle - - - -		
Ballyreagh - - -			Lisnarick - - - -		
Ballywillin Bog - -			Oldtown - - - -		
Arnaboy - - - -			Outhill - - - -		
Arnalridge - - -			Revallagh, North - -		
Boynfin, North - -			Revallagh, South - -		
Borrstown - - -			Risk - - - -		
Craignahorn - - -					
Crossreagh - - -			Bovagh - - - -	Londonderry -	Bovagh.
Undooan - - - -			Caheny - - - -		
Glebe - - - -			Cullyramer - - - -		
Lenmanus - - - -			Gortinmayoghill - -		
Enchmearing - - -			Mayogher - - - -		
Island Flackey - -			Mullinabrone - - -		
Islandmore, Lower -			Boghilboy - - - -		
Islandmore, Upper -			Caulhame - - - -		
Killygreen, Lower -			Craigall - - - -		
Killygreen, Upper -			Cullyramer - - - -		
Boguestown - - -			Culnaman - - - -		
Magheramenagh - -			Moneydig - - - -		
Magheraboy - - -			Movenis - - - -		
Limag - - - -					
Crossreagh - - -	Ardihannon - - - -	Antrim - -	Bushmills.		
Glebe - - - -	Ballylinny - - - -				
	Ballytaylor - - - -				
Castletodry - - -	Clogher (Anderson) -				
Drumaguill - - -	Clogher, North - -				
Kilcranny - - - -	Clogher, South - -				
Bannbrook, Upper -	Dooley - - - -				
Bannbrook, Lower -	Kilcoobin - - - -				
Bellany - - - -	Magheraboy, or Bushmills				
Blakes, Lower - -	Ballyhemlin - - - -				
Blakes, Upper - -	Ballylough - - - -				
Farranlester - - -	Ballyloughbeg - - -				
Gortgran - - - -	Ballyloughmore - -				
Grangebeg - - - -	Ballynarry, Lower -				
Grangemore - - -	Ballyness - - - -				
Grangemore, Upper -	Carnanreagh - - -				
Masteragwee - - -	Castlecat - - - -				
Mullanhead - - -	Cabragh, or Cavanmore				
Pottagh - - - -	Cavan - - - -				
Quilley, Lower - -	Cozies - - - -				
Quilley, Upper - -	Craig - - - -				
Ballinteer, North -	Curramoney, or Billy -				
Ballinteer, South -	Eagry - - - -				
Ringrashbeg - - -	Glebe - - - -				
Ringrashmore - -	Magherintendry - -				
	Mallendober - - -				
	Turfahun - - - -				
Beardville - - - -	Antrim - -	Beardville.	Londonderry -	Coleraine.	
Boberdornan - - -					Bellases - - - -
Ballyclogh, Centre -					Coleraine and Suburbs -
Ballyclogh, North -					Harpur's Hill - - -
Ballyclogh, North Centre -					Lodge - - - -
Ballyclogh, South -					Mount Sandel - - -
Ballyclogh, South Centre -					Millburn - - - -
Ballyhome - - - -					Spittle Hill - - - -
Ballyhunsley, North -					Watt's Town - - - -
Ballyhunsley, South -					Ballycairn - - - -
East Park - - - -					Churchland - - - -
Flower Hill - - -					Waterside - - - -

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
COLERAINE—continued.			COLERAINE—continued.		
Altibrian - - -	Londonderry -	Downhill.	Crockindollagh - - -	Londonderry -	Glenkeen.
Altikeeragh - - -			Glenkeen - - -		
Ballyhacket Lisawilling			Gortfad - - -		
Ballyhacket Magilligan			Gortnamoyagh - - -		
Ballyhacket Glenahorry			Liscall - - -		
Ballyhacket Toberclaw -			Mayboy - - -		
Ballymadigan - - -			Ballyclaber - - -	- ditto - -	Knockantern
Ballywoodock - - -			Crossglebe - - -		
Bennarees - - -			Island Heaghey - - -		
Big Glebe - - -			Knockantern - - -		
Bratwell - - -			Tullans - - -		
Burrenbeg - - -			Windy Hall - - -		
Burrenmore - - -			Coolderry, North - - -		
Downhill - - -			Coolderry, South - - -		
Drumagully - - -			Dam Head - - -		
Freehall (Dunlop) - - -			Dromore - - -		
Freehall (Watson) - - -			Drumaduan - - -		
Hunter's Glebe - - -			Fishloughan - - -		
Little Glebe - - -			Mill-loughan - - -		
Long's Glebe - - -			Loughanreagh, North - - -		
			Loughanreagh, South - - -		
Ardvarness - - -			Pullans, North - - -		
Ballylintagh - - -			Pullans, South - - -		
Ballyvennox - - -			Turnakibock - - -		
Ballywilliam - - -			Articrunaght, North - - -		
Camus Macosguin Glebe			Articrunaght, South - - -		
Crossgare - - -	Ballindreen, Irish - - -				
Culdrum - - -	Ballindreen, Scotch - - -				
Derrydorragh - - -	Ballynag, Lower - - -				
Dromore - - -	Ballynag, Upper - - -				
Drumcroon - - -	Ballyvelton, Lower - - -				
Dunderg - - -	Ballyvelton, Upper - - -				
Farranseer - - -	Ballyversall - - -				
Killure - - -	Cloyfin, South - - -				
Kinnyglass - - -	Glebe - - -				
Learden - - -	Gorticloghan - - -				
Macleary - - -	Island Effrick, North - - -				
Macosguin - - -	Island Effrick, South - - -				
Ballycaghan - - -	Kirkistown - - -				
Ballyclough - - -	Knocknakeeragh - - -				
Ballylintagh - - -	Lisnagalt - - -				
Clintagh - - -	Liswatty, Lower - - -				
Collins - - -	Liswatty, Upper - - -				
Crosscanley Glebe - - -	Drumaduan - - -	Antrim - - -			
Culdrum - - -	Ballinrees - - -	Londonderry -	Letterloan.		
Killeague - - -	Ballynacanon - - -				
	Balteagh, Lower - - -				
	Balteagh, Upper - - -				
	Cam - - -				
Cah - - -	Cashel - - -	Londonderry -	Letterloan.		
Garvagh - - -	Croughan - - -				
Inshaleen - - -	Kiltinny, Lower - - -				
Mettican Glebe - - -	Kiltinny, Upper - - -				
Tamnymore - - -	Leck - - -				
Ballyagan - - -	Letterloan - - -				
Ballynameen - - -	Crossmakeever - - -	Antrim - - -	Portrush.		
Bellury - - -	Ballywillin - - -				
Carrowreagh - - -	Cloughorr - - -				
Edenbane - - -	Corbally - - -				
Gort - - -	Craigahulliar - - -				
Killyvally - - -	Knockertotan - - -				
Kurin - - -	Meadow Parks - - -	Antrim - - -	Portrush.		
Moyletra-kill - - -	Port Rush - - -				
Trienaltenagh - - -	Skerries - - -				
Twenty Acres - - -	Ballaghmore or Bushmills - - -				
Mayboy - - -	Ballintrae - - -				
Altduff - - -	Ballycraig, Lower - - -				
Ballintemple - - -	Ballycraig, Upper - - -	- ditto - -	Glenkeen.		
Ballyrogan - - -	Ballyleckan - - -				
Boleran - - -	Ballymacrea, Lower - - -				
Brockagh - - -					
Coolnasilagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RAINE— <i>continued.</i>			COLERAINE— <i>continued.</i>		
Ballymacrea, Upper -	Antrim -	Portrush.	Cuillbane -	Londonderry -	Slaght.
Ballymagarry -			Gortacloghan -		
Ballyness -			Magheramore -		
Ballytober, East -			Tirkeeran -		
Ballytober, West -			Brockaghboy -		
Ballykeel -			Coolcoscreaghan -		
Ballyneyclassagh -			Drumbane -		
Ballyashfoot, or Lissanduff -			Dunnavenny -		
Ballybooney -			Farran temple Glebe -		
Ballyraigaboney -			Lisnascreeghog -		
Ballynluce -			Slaghtaverty -		
Ballyebe -					
Ballyentask -			Ballylagan -		
Ballyortnacapple -			Ballyness -		
Ballyortnee -			Ballintaggart -		
Ballyseke -			Bushtown -		
Ballymagheracross -			Camus -		
Ballymeadow Parks -			Carndongan -		
Ballyanalane -			Castleroe -		
Ballynderagee -			Coole Glebe, Lower -		
Ballyrbalreagh -			Coole Glebe, Upper -		
Ballyalkmill -			Cooleyvenny -		
Ballygallin -	Curragh -	- ditto -	Somerset.		
Ballygelagh, East -	Englishtown -				
Ballygelagh, West -	Farranlester -				
Ballyleese, South -	Gills -				
Ballyleese, North -	Glenhall -				
Ballyleese, West Quarter -	Glenleary -				
Ballysally -	Kilmaconnell -				
Ballyellemont, South -	Lismurphy -				
Ballyellemontmore -	Somerset -				
Ballyellemont, North -	Tamnamoney -				
Ballyarnalbanagh -	Managher -				
Ballyarnanee -					
Ballyappaghbeg -	COOKSTOWN:	All the Town-lands in this Union are in the County of Tyrone.			
Ballyappaghmore -	Back, Lower -				
Ballytraightownbeg -	Back, Upper -				
Ballytraightownmore -	Ballyblagh -				
Ballycrossreagh, East -	Ballyveeny -				
Ballycrossreagh, West -	Ballywholan -				
Ballybooeysbeg -	Bellmount, <i>alias</i> Bally-				
BallyDrumslade -	nagowan, Upper -				
BallyGalvally -	Bellsgrove, <i>alias</i> Bally-				
BallyGarbogle -	nagowan -				
BallyGarrylaban -	Brigh -				
BallyHebe -	Cratley -				
BallyIsland Tasserty -	Curglassan -				
BallyIsland Vardin -	Drumbanaway -				
BallyKiltinnybeg -	Drumbulgan -				
BallyKiltinnymore -	Drumkern -				
BallyMaddybennybeg -	Eary, Upper -				
BallyMaddybennymore -	Glebe -				
BallyMagheraclay -	Gortnaskea -				
BallyMullaghacall, North -	Kilcoony -				
BallyMullaghacall, South -	Killoon -				
BallyNare -	Leck -				
BallyRoselickbeg -	Legmurn -				
BallyRoselickmore -	Linnvglass -				
BallyTullaghmurphy, East -	Oghill -				
BallyTullaghmurphy, West -	Ballynafaeagh -				
BallyBallysally -	Drumard -				
BallyBallymenagh -	Drumhubbert -				
BallyCraigmore -	Eary, Lower -				
BallyGlencurb -	Feagh -				
BallyKiltest -	Gortigal -				
BallyMeavemanougher -	Gortnagwyg -				
BallyMeencraig -	Stuarthall -				
BallyShanlongford -		- ditto -	Ringsend.		
BallyBelraugh -	Ballynasollus -				
BallyFreugh -	Ballynasollus -				
BallyMeencraig -	Beleevnabeg -				
BallyShanlongford -			Beleevnamore -		
BallyTibaran -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
COOKSTOWN—continued.	All the Town- lands in this Union are in the County of Tyrone.	Ballynasollus.	COOKSTOWN—continued.	All the Town- lands in this Union are in the County of Tyrone.		
Beltonanean - - -			Aghacolumb - - -			
Corvanaghan - - -			Ballymaguire - - -			
Dunnamore - - -		Beaghmore.	Ballymurphy - - -		Killycolpy.	
Evishbrack - - -			Brookend - - -			
Meenanea - - -			Carnan - - -			
Tulnacross - - -			Dromore - - -			
Broughderg - - -			Elagh - - -			
Davagh, Upper - - -			Killycolpy - - -			
Davagh, Lower - - -			Killymenagh - - -			
Beaghbeg - - -			Killywoolaghan - - -			
Beaghmore - - -			Mullaghglass - - -			
Dungate - - -			Tamlaghtmore - - -			
Kinnagillian - - -			Tamnavally - - -			
Meenascallagh - - -			Trickvallen - - -			
Teebane - - -			Kilsally - - -			
Ballynahone - - -			Coolreaghs - - -		Lissan, Lower	
Claggan - - -			Feegarran - - -			
Derrygonigan - - -			Ballynagilly - - -			
Edernagh - - -			Cluntyganny - - -			
Enniskillen - - -			Coolreaghs - - -			
Glebe - - -			Creevagh - - -			
Lisboy - - -			Creeve - - -			
Liscausy - - -			Drumgrass - - -			
Lisnahall - - -			Dunmore - - -			
Tievenagh - - -			Feegarran - - -			
Tullyhurken - - -		Coagh.	Lissan - - -			
Tullyraw - - -			Slaghtfreeden - - -			
Tullyweery - - -			Tamnyhagan - - -			
Tullyveagh - - -			Tatnagilta - - -			
Ballynargan - - -			Unagh - - -			
Sessia - - -			Anneeterbeg - - -			
Aghaveagh - - -			Anneetermore - - -			
Coagh - - -			Annaghmore - - -			
Drumad - - -			Ardean - - -			
Drumconway - - -			Cluntoe (Quin) - - -			
Mullaghtironey - - -			Cluntoe (Richardson) - - -			
Urbal - - -			Drumenny (Conyngham) - - -			
Ballymenagh - - -			Drumenny (Stewart) - - -			
Claggan - - -			Farsnagh - - -			
Clare - - -			Killycanavan, Lower - - -			
Cookstown - - -			Killycanavan, Upper - - -			
Coolnahavil - - -			Killygonlan - - -			
Coolnafranky - - -			Kilmascally - - -		Munterevlin.	
Cranfield - - -			Kinrush - - -			
Drumcraw - - -			Kinturk - - -			
Drumgarrell - - -			Lurgyroe - - -			
Drummond - - -			Mullanahoe - - -			
Gortalowry - - -			Mullaghwostragh - - -			
Killymam - - -		Cookstown.	Sessia - - -			
Killymoon Demesne - - -			Derryerin (Conyngham) - - -			
Loy - - -			Derryerin (Eglis) - - -			
Maloon - - -			Lanaglug - - -			
Monrush - - -			Mullan, Lower - - -			
New Buildings - - -			Mullan, Upper - - -			
Scotchtown - - -			The Gort, <i>alias</i> Eglis - - -			
Sullenboy - - -			Clare - - -			
Tullagh - - -			Clontyferagh - - -			
Tullygare - - -	Corchoney - - -					
Cavanoneill - - -	Drum - - -					
Cloghin - - -			Drumnacross, Lower - - -			
Drumshambo Glebe - - -			Drumnacross, Upper - - -			
Evishacrancussy - - -			Glenarny - - -			
Evishanoran - - -		Killeenan.	Gortreagh - - -	Oaklands.		
Gortaclady - - -			Keenaghan - - -			
Killeenan - - -			Kildress, Lower - - -			
Killucan - - -			Kildress, Upper - - -			
Moboy - - -			Knockaleery - - -			
Murnells - - -			Legnacash - - -			
			Magheraglass - - -			

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
COOKSTOWN—continued.	All the Town- lands in this Union are in the County of Tyrone.		COOTEHILL—continued.	Monaghan	Aghabog.
Ardecumber - - -			Mullaghgreenan - - -		
Ardvarnish - - -			Mullaghmore - - -		
Ballygroogan - - -			Mullymagaraghan - - -		
Ballyreagh - - -			Raheevan - - -		
Ballysudden - - -			Tomany - - -		
Coolkeeghan - - -					
Derryloran, <i>alias</i> Kirk- town - - -			Aghnamullin - - -	- ditto - - -	Anny-
Doorless - - -			Anny - - -		
Gallanagh - - -			Bowelk - - -		
Glebe - - -			Clossaghbeg - - -		
Kilcronagh - - -			Clossaghmore - - -		
Knockacunny - - -			Cordevlis - - -		
Loughry - - -			Corfad - - -		
Loughry - - -			Corkeeran - - -		
Moveagh - - -			Cooraskea - - -		
Rockhead - - -			Corryhagan - - -		
Strifehill - - -			Corwillin - - -		
Tullywiggan - - -			Cumry - - -		
Annaghananam - - -			Drumfaldra - - -		
Annaghmore - - -			Drumskelt - - -		
Annaghteige - - -			Edenbrone - - -		
Ballymully Glebe - - -			Edenforan - - -		
Desertcreat - - -			Keenogbane - - -		
Donaghrisk - - -			Keenogduff - - -		
Gortacar Doris - - -			Leagh - - -		
Grange - - -			Lisgillan - - -		
Killycolp - - -			Lisgorran - - -		
Lowcross - - -			Monintin - - -		
Loughry - - -			Mullanagore - - -		
Sessia (Murphy) - - -			Mullanary Glebe - - -		
Tirnaskea (Bayly) - - -			Tamlat - - -		
Tullyhog - - -					
Duffess - - -			Barragh - - -		
Knockanroe - - -	Carrickalway - - -				
Lurganboy - - -	Claragh - - -				
Tullyconnell - - -	Corballyquill - - -				
Annaghone - - -	Corbeagh - - -				
Cahoo - - -	Cortober - - -				
Gortagammon - - -	Corweelis - - -				
Gowshill - - -	Doocarrick - - -				
Highcross - - -	Drumloughan - - -				
Innevall - - -	Drummurry - - -				
Lislee - - -	Drumshiel - - -				
Soarn - - -	Killycreeny - - -				
	Largy or Forthenry - - -				
	Lettermore - - -				
	Lisnageer - - -				
	Loortan - - -				
	Tonaghbane - - -				
	Ardmone - - -	- ditto - - -	Canningstov		
	Ardmone, East - - -				
	Ardmone, West - - -				
	Cavantimahon - - -				
	Dooreagh - - -				
	Drumacullion - - -				
	Drumhillagh - - -				
	Drutamón - - -				
	Fartagh - - -				
	Gallonetra - - -				
	Greagh - - -				
	Greaghagarran - - -				
	Greaghettiagh - - -				
	Knocknashammer - - -				
	Lear - - -				
	Legland - - -				
	Seeoran - - -				
	Tonyduff - - -				
	Tullyorcan - - -				
	Turfad - - -				
	Three Carvags - - -				
COOTEHILL:	Monaghan	Aghabog.			
Aghabog - - -					
Aghadrumkeen - - -					
Aghnacue - - -					
Annaghyduff - - -					
Carolina - - -					
Corduff - - -					
Corranewy - - -					
Crappagh - - -					
Crover - - -					
Dernaroy - - -					
Derrylossett - - -					
Doochat - - -					
Drollagh - - -					
Drumaghakeel - - -					
Drumate - - -					
Drumbrean - - -					
Drumgristin - - -					
Drumbay - - -					
Drummacreeve - - -					
Drumskelt - - -					
Feagh - - -					
Kilmore, East - - -					
Kilmore, West - - -					
Kilnabarvey - - -					
Kinduff - - -					
Knockeor - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
COOTEHILL—continued.			COOTEHILL—continued.		
Baghashlan - - -	Cavan	Cootehill.	Mount Carmel - - -	Monaghan	Cormeen.
Baghahard - - -			Moylebeg - - -		
Blynahaia - - -			Moylemore - - -		
Baghya - - -			Moylemuck - - -		
Balamont Forest - - -			Raw - - -		
Bawilt - - -			Tattybrack - - -		
Bagh - - -			Clonraw - - -	Cavan	Corraneary.
Boragh - - -			Corragarry - - -		
Bmpstown - - -			Corraneary - - -		
Brolina - - -			Cran - - -		
Bghstuckagh - - -			Dernakesh - - -		
Bhaw - - -			Drumbinnis - - -		
Bragh - - -			Drumgoon - - -		
Bereaghagh - - -			Gallonreagh - - -		
Brfad - - -			Glasdrumman - - -		
Brnacarrow - - -			Kilelogha - - -		
Bginavanty - - -			Killatee - - -		
Bumaveil, North - - -			Killicloghan - - -		
Bumbarkey - - -			Killyrue - - -		
Bumbrade - - -			Kilnacrew - - -		
Bumgill - - -			Knocknalosset - - -		
Bumgreen - - -			Latsey - - -		
Bumman - - -			Latully - - -		
Bumrooghill - - -			Pottle - - -		
Bumsivney - - -			Raloghan - - -		
Bing - - -			Roskey - - -		
Bebe - - -			Tonyhull - - -		
Beghan - - -			Aghadrumkeen - - -	Monaghan	Dawsongrove.
Bllaquill - - -			Annaghybane - - -		
Blycramp - - -			Attiduff - - -		
Blylvaghan - - -			Black Island - - -		
Brockateane - - -			Boyher - - -		
Btryloo - - -			Carsan - - -		
Bamgeltan - - -			Clarraghy - - -		
Bslea - - -			Coolkill, West - - -		
Baderg, or Cornweelis - - -			Cordressigo - - -		
Bsawaum - - -			Corkeeran - - -		
Bsnageer - - -			Cormeen - - -		
Bsnasaran - - -			Cornawall - - -		
Bagheranure - - -			Crossleagh - - -		
Baghernacaldry - - -			Dawsongrove Demesne - - -		
Bayo - - -			Dernamoyle - - -		
Buff - - -			Dromore, West - - -		
Bunnilly - - -			Drumann - - -		
Bottleboy - - -			Drumcall - - -		
Bottlereagh - - -			Drumgarkin - - -		
Bibbills - - -			Drumgool - - -		
Berrig - - -			Drumintin - - -		
Bievenaveagh - - -			Drumlona - - -		
Bonymacgilduff - - -			Drummulla - - -		
Bullybrick - - -			Dyan - - -		
Bullyunshin - - -			Edergole - - -		
Bonacullion - - -	Monaghan	Cormeen.	Fairfield Demesne - - -		
Bormeen - - -			Freamemount Demesne - - -		
Borsilloga - - -			Glen - - -		
Bortannel - - -			Kilcrow - - -		
Borvacken - - -			Maghernakelly - - -		
Berry - - -			Monage - - -		
Berrygoony - - -			Tanmacnally - - -		
Berryroosk - - -			Tattygare - - -		
Brumcannon - - -			Tonnagh - - -		
Brumlood - - -			Aghareagh - - -	Monaghan	Drum.
Brumod - - -			Closdaw - - -		
Bunmakenna - - -			Corkish - - -		
Bortlanna - - -			Corlougharoe - - -		
Billyliss - - -			Cornawall - - -		
Batton - - -			Corrachulter - - -		
Bisnagalliagh - - -			Correan - - -		
Bisnalong - - -					
Bmaghon - - -					
Bloney - - -					
Mountain Lodge Demesne - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>COOTEHILL—continued.</i>			<i>COOTEHILL—continued.</i>		
Cortober - - -	Monaghan	Drum.	Cullentragh - - -	Cavan	Drung.
Cortrean - - -			Doocassan - - -		
Drum - - -			Drumachon - - -		
Drumanan - - -			Drumanna - - -		
Drumborisk - - -			Drumgallon - - -		
Drumacreeve - - -			Drumhillagh - - -		
Drumary - - -			Drumlane - - -		
Drumcrow - - -			Drumnasreane - - -		
Drumgramph - - -			Drumrane - - -		
Drumgramph - - -			Drung - - -		
Drumilkin - - -			Dungonnan - - -		
Drumlina - - -			Gortskeagh - - -		
Dunnaluck - - -			Kilmacnoran - - -		
Glen - - -			Kilymullen - - -		
Killyleg - - -			Kilnacross - - -		
Lislea - - -			Lisclone - - -		
Lislongfield - - -			Lislin - - -		
Mucklagh - - -			Lisinigan - - -		
Russnaglogh, West			Lislea - - -		
Tattineake - - -			Pottle, West - - -		
Tonagimsy - - -			Toneyconnelly - - -		
Tullyard - - -					
Aghadreenagh - - -	Cavan	Drumcarn.	Aghareagh, East - - -	Monaghan	Killynenagh
Annaghoash - - -			Briscarnagh - - -		
Ardamagh - - -			Cornaglare - - -		
Bracklagh - - -			Corragarry - - -		
Brockley - - -			Corranarry - - -		
Claragh - - -			Corrinshigo - - -		
Conaghoo - - -			Creeran - - -		
Coolcanadas - - -			Derrins - - -		
Coppanagh - - -			Drumavaddy - - -		
Corcraff - - -			Drumgaze - - -		
Corrakeeran - - -			Drumgrone - - -		
Devally - - -			Drumurcher - - -		
Dresternagh - - -			Fastry, or Racreeghan - - -		
Drumacleeskin - - -			Killynenagh - - -		
Drumavrack - - -			Knocks, East - - -		
Drumbartagh - - -			Lisbrannan - - -		
Drumbo - - -			Lurganboy - - -		
Drumcarn - - -			Magherashaghry - - -		
Drumconra - - -			Tonytallagh - - -		
Drumcor - - -			Tullaghaloyst - - -		
Drumherriff, North			Tullynample - - -		
Drumeena - - -					
Glasdrumman - - -			Annafarney - - -	Cavan	Knappagh.
Keelagh - - -			Barnagrow - - -		
Killoughter - - -			Cashel - - -		
Killyrue - - -			Corcloghan - - -		
Kilnacross - - -			Corleckduff - - -		
Lattacapple - - -			Coskemduff - - -		
Longfield - - -			Crilea - - -		
Magherintemple - - -			Cullies - - -		
Mullalougher - - -			Doohallat - - -		
Mullacroghery - - -			Droghabane - - -		
Neddaiagh - - -			Drumaveil, South - - -		
Ronard - - -			Drumcondra - - -		
See - - -			Druminnick - - -		
Treehoo - - -			Drumlumman - - -		
Tullyalt - - -			Killaliss - - -		
Tullybrick - - -			Killycleare - - -		
Tullynacross - - -			Kilmacaran - - -		
Aghnadaragan - - -	- ditto -	Drung.	Knappagh - - -		
Bellnacargy - - -			Laraweehan - - -		
Carha - - -			Lisclougher - - -		
Cavanarainy - - -			Lisdough - - -		
Corcovetty - - -			Lisnaclea - - -		
Corfeehone - - -			Lisnagoon - - -		
Cornagall - - -			Lurganboy - - -		
Corravahan - - -			Moyduff - - -		
Corravohy - - -			Mullaghurd - - -		
Corraweelis - - -			Mullan - - -		
			Mullybrack - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
HILL—continued.			COOTEHILL—continued.		
Adrumgowna, or Calf	Cavan	Larah, North.	Corglass - - -	Cavan	Rakenny.
eld - - -			Cornabaste - - -		
away - - -			Cornacarrow - - -		
nagh - - -			Cornagarrow - - -		
ickallen - - -			Cornagarrow - - -		
evlis - - -			Cornakill - - -		
adimpan Glebe - - -			Corravogy - - -		
nealpin - - -			Corrinshigo - - -		
ngoney - - -			Cortrasna, or Edergole - - -		
ngur - - -			Dernaskeagh - - -		
mhallagh - - -			Drumbrollisk - - -		
nmole - - -			Drumchoe - - -		
nnagar - - -			Drumherriff, South - - -		
mrat - - -			Drumskelt - - -		
ons - - -			Duncollog - - -		
gherottagh - - -			Dunmurry - - -		
agarbet - - -			Enagh - - -		
ckatudor - - -			Lisarney - - -		
panbane - - -			Lisboduff - - -		
panduff - - -			Lisbree - - -		
gny - - -			Lisgannon - - -		
gfield - - -			Mullaghboy - - -		
gblinnan - - -			Nutfield - - -		
lycoe - - -			Pottle, East - - -		
yunshin - - -			Rahoran - - -		
			Rakenny - - -		
			Tullavally - - -		
Crickacroman - - -	- ditto -	Larah, South.	Annaghlee - - -	- ditto -	Tullyvin, East.
Cricknashoke - - -			Cabragh - - -		
ferna - - -			Cordoagh Glebe, Upper - - -		
dingin - - -			Cordoagh, Lower - - -		
meen - - -			Cornabeagh - - -		
meen Glebe - - -			Cornamucklagh - - -		
aghagibney - - -			Cornanurney - - -		
ckataggart - - -			Cornasaus - - -		
nelty - - -			Corravoggy - - -		
neycass Glebe - - -			Drumeltan - - -		
balough - - -	Monaghan	Lisnaveane.	Drumerkillew - - -	- ditto -	Tullyvin, West.
olkill, East - - -			Drumhirk - - -		
glass - - -			Drumhose - - -		
ragarry - - -			Drumhurt - - -		
ragore - - -			Drummartin - - -		
ravaekan - - -			Drumnagress - - -		
ravilla - - -			Errigal - - -		
tober - - -			Greaghnacross - - -		
moyle - - -			Killyvahan - - -		
rrykinard - - -			Labbinlee - - -		
scart - - -	Cavan	Rakenny.	Leaghin - - -	- ditto -	
omore, East - - -			Long - - -		
ndrannan - - -			Rakane - - -		
umloughlan - - -			Tonyin - - -		
umroyghill - - -			Tullyard - - -		
umsaul - - -			Aghatotan - - -		
agh - - -			Aghnaglogh - - -		
ltagh - - -			Binbane - - -		
encorrick - - -			Bindoo - - -		
llygragy - - -			Corgreagh - - -		
lynchahan - - -	Cavan	Rakenny.	Cornabraher - - -	- ditto -	
anagonway - - -			Corick - - -		
anaveane - - -			Cullin - - -		
asset - - -			Drumleague - - -		
aghernaharny - - -			Drumnagran - - -		
lltown - - -			Drumnatread - - -		
oneil - - -			Drumsillagh - - -		
keeragh - - -			Gortin - - -		
kean - - -			Raludan - - -		
ssnaglogh, East - - -			Ratrussan - - -		
nagh - - -			Tievenanuas - - -		
ushinagh - - -			Tullyvin - - -		
dglushin - - -					
llyhally - - -					
nnhoe - - -					
ereraff - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Cork—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>CORK—continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Shahaboy, East - -	- -		Ballinaspigbeg - -	- -	
Shahaboy, North - -	- -		Ballinaspimore - -	- -	
Shahaboy, South - -	- -		Ballincurragh - -	- -	
Ormllee - -	- -		Ballinlough - -	- -	
Portnalashee - -	- -		Ballintemple - -	- -	
Land - -	- -	Carrignavar.	Ballinure - -	- -	
Shaharan - -	- -		Ballygaggin - -	- -	
Shrenamon - -	- -		Ballyphehane - -	- -	
Shyefield, East - -	- -		Ballyphehane - -	- -	
Shyefield, West - -	- -		Bishopsmill-lands - -	- -	
			Browningstown - -	- -	
Shrdum - -	- -		Clashduff - -	- -	
Ballyanly - -	- -		Coppingersstang - -	- -	
Shridgestown - -	- -		Croghtamore* - -	- -	
Sharrigrohanebeg - -	- -		Deanrock - -	- -	
Sharrigyknaveen - -	- -		Dundanion - -	- -	
Shoolatanavally - -	- -		Farranmacteige - -	- -	
Shoolatubbrid - -	- -		Farrandahadorebeg - -	- -	
Shoolyduff - -	- -		Farrandahadoremore - -	- -	
Shurrabehe - -	- -		Freagh and Vicansacre - -	- -	
Shurraleigh - -	- -	Carrigrohane- beg.	Gillabbey* - -	- -	
Shromasmole - -	- -		Gurteenaspig* - -	- -	
Shaha - -	- -		Huggartslane - -	- -	
Sharravagh - -	- -		Inchigaggin - -	- -	
Shurteen - -	- -		Killeenreendowney - -	- -	
Shnocknamarriff - -	- -		Knockrea* - -	- -	
Shackenshoneen - -	- -		Mahon - -	- -	
Shoneyflugh - -	- -		Raheen and Cooleen - -	- -	
Shoodside - -	- -		Shahabeg, North - -	- -	
			Shahabeg, South - -	- -	
			Spittallands* - -	- -	
			One Island - -	- -	
Ballincolly - -	- -		Ardarrig - -	- -	
Ballineroikig - -	- -		Ballinimlagh - -	- -	
Ballinamought, East* - -	- -		Ballinrea - -	- -	
Ballinamought, West - -	- -		Ballinvuskig - -	- -	
Ballycannon - -	- -		Ballybrack - -	- -	
Ballygrohan - -	- -		Ballyorban - -	- -	
Ballysheehy - -	- -		Brick Island - -	- -	
Ballyvolane* - -	- -		Castletreasure - -	- -	
Bahergal* - -	- -		Douglas - -	- -	
Carrignaveagh - -	- -		Goat Island - -	- -	
Clashnaganniff - -	- -		Grange - -	- -	
Clogheen - -	- -		Hop Island - -	- -	
Clones - -	- -		Knocknamullagh - -	- -	
Commons - -	- -		Maryborough - -	- -	
Commons* - -	- -		Moneygurney - -	- -	
Coolumurragh - -	- -		Monfieldstown - -	- -	
Coppinger's Acre* - -	- -		Mounthovel - -	- -	
Farranleary - -	- -		Oldcourt - -	- -	
Farranferris* - -	- -		Rathmacullig, East - -	- -	
Garranabraher - -	- -		Rathmacullig, West - -	- -	
Glankittane - -	- -		Rochestown - -	- -	
Kerryhall* - -	- -	Cork.	Eight Islands - -	- -	
Kilbarry* - -	- -				
Kilnap - -	- -		Agbarinagh - -	- -	
Killard - -	- -		Bullymacoo - -	- -	
Killeens - -	- -		Ballyshoneen - -	- -	
Knockfree* - -	- -		Berrings - -	- -	
Knocknabohilly* - -	- -		Callas - -	- -	
Knocknacullen, East - -	- -		Carhue - -	- -	
Knocknacullen, West - -	- -		Dromgownagh - -	- -	
Knocknagorty - -	- -		Gortatray - -	- -	
Knocknaheeny* - -	- -		Inishleena - -	- -	
Knockpoge - -	- -		Kilblaffer - -	- -	
Mount Desert - -	- -		Kilmurry - -	- -	
Parknaglantane* - -	- -		Knockane - -	- -	
Parknock - -	- -		Lisladeen - -	- -	
Rathmore - -	- -		Lismuhane - -	- -	
Shanakiel* - -	- -		Lisnashandrum, East - -	- -	
Space within the Suburb Boundary of the City of Cork - -	- -		Lisnashandrum, West - -	- -	
Ardmanningbeg - -	- -		Magooly - -	- -	
Ardmanningmore - -	- -		Reagrellagh - -	- -	

* Thus marked are partly within the Municipal Borough of Cork.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CORK—continued.	All the Town- lands in this Union are in the County of Cork.		CORK—continued.	All the Town- lands in this Union are in the County of Cork.	
Ballinphellic - - -	- - -	Dunderrow.	Ballyfireen - - -	- - -	Knockantota.
Ballyhooleen - - -			Ballyhilloge - - -		
Ballyleigh - - -			Grenagh, North - - -		
Coolatooder - - -			Grenagh, South - - -		
Corran - - -			Knockantota, North - - -		
Gogganshill - - -			Knockantota, South - - -		
Gortnaclogh - - -			Lyradane - - -		
Oldabbey - - -					
Sraleigh - - -			Aghaduff - - -		
Aghadullane - - -			Ballyloohane - - -		
Ballyeraheen - - -	Ballynanelagh - - -				
Curragh - - -	Ballynagaul - - -				
Firmount - - -	Barnetstown - - -				
Garraun, North - - -	Bishop's Island - - -				
Garraun, South - - -	Clash - - -				
Knockane - - -	Coolguerisk - - -				
Pluckanes, East - - -	Gogganstown - - -				
Pluckanes, North - - -	Killeena - - -				
Pluckanes, South - - -	Kilquane - - -				
Pluckanes, West - - -	Knockanenaftinoga - - -				
	Knockraha, East - - -				
	Knockraha, West - - -				
	Lisheenroe - - -				
	Meeleen - - -				
	Mitchellsfort - - -				
	Monaneague - - -				
	Monatooreen - - -				
	Pigeonhill - - -				
	Rathfilode - - -				
	Rupperagh - - -				
	Shanballyreagh - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CORROFIN—continued.</i>	All the Town- lands in this Union are in the County of Clare.		<i>CORROFIN—continued.</i>	All the Town- lands in this Union are in the County of Clare.	
Annagh - - -			Ardrush - - -		
Anneville - - -			Ballyculleeny - - -		
Ballykinnacorra, North - - -			Ballybaun - - -		
Ballykinnacorra, South - - -			Ballyclaneahill - - -		
Ballyportry, North - - -			Caherminnaun, West - - -		
Ballyportry, South - - -			Clogher - - -		
Baunkyle - - -			Derrynaheilla - - -		
Caherbullau - - -			Drumeevin - - -		
Cahernamona - - -			Gortkeel - - -		
Cahercoorcaun - - -			Kilmore, North - - -	- - -	Kiltoraght.
Carnaun - - -			Kilmore, South - - -		
Coad - - -			Knockaneden - - -		
Cregmoher - - -			Knocknagraigue, East - - -		
Curraghkeel - - -			Knockroe - - -		
Dabrian - - -			Toormore - - -		
Garryneallaha - - -		Corrofin,	Tullagh, Lower - - -		
Gortcoidurrin - - -	- - -		Tullagh, Upper - - -		
Inchiquin - - -			Tullagroe - - -		
Islandmore - - -			Tullaloughaun - - -		
Kells - - -			Applevale - - -		
Killeen (Kilnaboy Parish) - - -			Boherbullog - - -		
Killeen (Rath Parish) - - -			Cahermackateer - - -		
Kilvoydan - - -			Carrowduff - - -		
Laghtagoona - - -			Carrownagarraun - - -		
Liscullaun - - -			Clifden - - -		
Lisduff - - -			Craggaunboy - - -		
Poulbaun - - -			Crossard - - -		
Rath - - -			Gortnaglogh - - -	- - -	Rath.
Rinroe - - -			Kilhaska - - -		
Roxton - - -			Knocknareeha - - -		
Scool - - -			Maghera - - -		
Shandangan - - -			Moherbullog - - -		
Shessiv - - -			Moyhill - - -		
Turkenagh - - -			Nocan - - -		
			Rafline - - -		
			Tonlegee - - -		
Aglish - - -			Addroon - - -		
Ballard - - -			Aughrim, Ross - - -		
Ballinphunta - - -			Aughrim, Tooheg - - -		
Carrownamaddra - - -			Ballaghboy - - -		
Creehaun - - -			Ballycarroll - - -		
Glenquin - - -		Glenroe,	Ballyharraghan - - -		
Gortlecka - - -			Ballymacrogan, East - - -		
Knockaunroe - - -			Ballymacrogan, West - - -		
Lackareagh - - -			Bealickania - - -		
Poulnalour - - -			Bealnalicka - - -		
Rinnamona - - -			Cahermacrea - - -		
Slievenaglasha - - -			Cloonagloghaun - - -		
Teeskagh - - -			Cloonfeaghra - - -		
Tullycommon - - -			Cooga - - -		
			Dromore - - -		
Ballycasheen - - -			Drumcavan - - -		
Ballyline - - -			Gregmoher - - -		
Booltiaghadine - - -			Inishmore - - -		
Ballyganner, South - - -			Kilkee, East - - -	- - -	Ruan.
Deerpark - - -			Kilkee, West - - -		
Bunnanagat, North - - -			Killeen - - -		
Bunnanagat, South - - -			Lisheenvicknaheeha - - -		
Caherblonick, North - - -			Lismuinga, East - - -		
Caherblonick, South - - -			Lismuinga, West - - -		
Caherfadda - - -			Lissylina - - -		
Cahermacon - - -			Moymore - - -		
Clooneen - - -			Nocan - - -		
Commons, North - - -	- - -	Killinaboy.	Nutfield - - -		
Commons, South - - -			Ooankeagh - - -		
Drummohar - - -			Portlecka - - -		
Elmvale - - -			Rathcabaun - - -		
Killinaboy - - -			Rinneen - - -		
Leamanah, North - - -			Ross - - -		
Leamanah, South - - -			Ruan Commons - - -		
Leana - - -			Tonlegee - - -		
Monanaleen - - -			Toormore - - -		
Parknabinnia - - -			Tullyodea - - -		
Roughaun - - -					
Sheshymore - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
CROOM—continued.	All the Town- lands in this Union are in the County of Limerick.	Castletown.	CROOM—continued.	All the Town- lands in this Union are in the County of Limerick.	Dunnaman.
Caherclough - - -			Fanningstown - - -		
Castletown - - -			Garranroe - - -		
Cloonee - - -			Glebe - - -		
Coolagowan - - -			Granard - - -		
Croghteen - - -			Laskiltagh - - -		
Drewscourt, West - - -			Rathbranagh - - -		
Gortroe - - -			Ballyea - - -		
Graig - - -			Carnane - - -		
Graigbeg - - -			Castlequarter - - -		
Incha - - -	Cloghadoolarty, North - - -	Coolrus.	Cloghadoolarty, South - - -	Fedamore.	
Rossmore - - -	Enaghroe - - -				
Coolrus - - -	Fanningstown - - -				
Doorlus - - -	Fedamore - - -				
Granagh - - -	Friarstown, North - - -				
Kilmore Demesne - - -	Garryellen - - -				
Kilmore - - -	Gortgarralt - - -				
Kilmacanearla, North - - -	Kilcaskin - - -				
Kilmacanearla, South - - -	Kilderry - - -				
Kingsland - - -	Moanmore - - -				
Liskennett, East - - -	Poultalloon - - -	Crean.	Cahirduff - - -	Garrane.	
Liskennett, West - - -	Coologe - - -				
Morenane - - -	Corrabul - - -				
Boherygeela - - -	Corrabulbeg - - -				
Boherygeela - - -	Drumloughan, North - - -				
Camas, North - - -	Drumloughan, South - - -				
Carrigeen - - -	Fearoe - - -				
Crean - - -	Garrane - - -				
Crean - - -	Honcypound - - -				
Drombeg - - -	Killanahan - - -		Crecora.		Killeenoghty - - -
Ballinroche, East - - -	Knocknagranshy - - -				
Ballinroche, North - - -	Maghera - - -				
Ballinveala - - -	Tooryhill - - -				
Ballygriffin - - -	Ballycullane - - -				
Ballylusky - - -	Cabirguillamore - - -				
Ballylusky - - -	Cabirguillamore - - -				
Ballymurphy - - -	Dromineycarra - - -				
Ballyveelish - - -	Grange - - -				
Dooneen - - -	Grange - - -				
Dooneen, Upper - - -	Knockfennell - - -	Croom.	Raheen - - -	Kilfinny.	
Fortetna - - -	Rockbarton - - -				
Glebe - - -	Rockbarton - - -				
Greenmount - - -	Ballyfoleen, North - - -				
Jockeyhall - - -	Ballyfoleen, South - - -				
Killonahan - - -	Ballymackeamore - - -				
Lógavinshire - - -	Ballynakill - - -				
Richmondvilla - - -	Dollas - - -				
Shanaclough - - -	Dollas, Lower - - -				
Tonbaun - - -	Dollas, Upper - - -		Dunnaman.		Gortfadda - - -
Anhid, East - - -	Kilbeg, East - - -				
Anhid, West - - -	Kilbeg, West - - -				
Ballygreenan - - -	Kilfinny - - -				
Ballyouragan - - -	Lissavarra - - -				
Ballymacrory - - -	Shanaclough - - -				
Ballynahown - - -	Badgerfort - - -				
Caherass - - -	Ballycahane, Lower - - -				
Carrigeen - - -	Ballycahane, Middle - - -				
Carrow - - -	Ballycahane, Upper - - -				
Croem - - -	Ballymartin - - -				
Skagh - - -	Ballyregan - - -				
Tooreen - - -	Ballyshane - - -				
Ballyfookoon - - -	Bawnacouma - - -				
Beabus - - -					
Castleroberts - - -					
Derryvinnane - - -					
Dunnaman - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ADM--continued.</i>	All the Town- lands in this Union are in the County of Limerick.		<i>DELVIN--continued.</i>	All the Town- lands in this Union are in the County of Westmeath, ex- cept the Town- land of Drows- town, Little, in Killua Divi- sion.	
- Clearly - - - - lderry - - - - ldonnell - - - - lpeacon - - - - eka - - - - lbrook - - - - aryville - - - - wtown - - - - rkaree - - - - ckfield - - - - ehanagh - - - - ehanagh - - - - ringlodge - - -	- - -	Kilpeacon.	- Ardinstown - - - - Ballinn - - - - Clonmorrill - - - - Cockstown - - - - Lisclogher, Great - - - - Lisclogher, Little, or Earls- meadow - - - - Stonestown - - -	- - -	Copperalley.
- olavoord - - - - oghnamanagh - - - - olfune - - - - enogra - - - - lorath - - - - anus - - - - ortgage - - - - werfield - - - - thmore, North - - - - thmore, South - - -	- - -	Rathmore.	- Castletowndelvin - - - - Clonnagapple - - - - Clonyn - - - - Dunganstown - - - - Dunganstown - - - - Killadoughran - - - - Mooretown - - - - Moylroe, Big - - - - Moylroe, Little - - - - Mullagheroy - - - - Printinstown - - -	- - -	Delvin.
<i>DELVIN:</i>	All the Town- lands in this Union are in the County of Westmeath, ex- cept the Town- land of Drows- town, Little, in Killua Divi- sion.		- Benison Lodge, or Bratty - Faughalstown - - - - Grangestown - - - - Milltown - - - - Ranahinch - - - - Ringstown - - - - Streamstown - - - - Templanstown - - -	- - -	Faughalstown.
- linlig - - - - linlough - - - - owinstown, Great - - - - owinstown, Little - - - - ughanstown - - - - wtown - - -	- - -	Ballinlough.	- Aghalasty and Aukers- land - - - - Balnavine - - - - Carrick - - - - Christianstown - - - - Cummerstown - - - - Glenidan - - - - Martinstown - - -	- - -	Fore, East.
- llinloughwadding - - - - llyhealy, or Ballynure - - - - lath, North - - - - lath, South - - - - landstown - - - - onleame - - - - artinstown - - -	- - -	Ballyhealy.	- Ben - - - - Caslanakirka - - - - Clonageeragh - - - - Fore - - - - Freaghmore - - - - Gilbertstown - - - - Glen - - - - Lackill and Mooretown - - - - Loughanalla - - - - Loughanavagh, or New- park - - - - Martinstown - - - - Millcastle - - - - Rathereevagh - - - - Srunnahilla - - - - Windtown - - - - Monck's Islands - - - - Smythe's Islands - - - - One small Island - - -	- - -	Fore, West.
- llynaskeagh - - - - raddanstown - - - - illagh - - - - ucklin - - - - aharney, Little - - -	- - -	Ballynaskeagh.	- Ballycomoye - - - - Ballymanus - - - - Carpenterstown - - - - Corbally - - - - Hammondstown and Ton- aghmore - - - - Hilltown - - - - Raheemore - - - - Rathgarve - - - - Robinstown - - - - Robinstown, Lower - - - - Robinstown, Upper - - - - Sherkernagh - - - - Stonestown - - - - Templanstown - - - - Tonashammer - - -	- - -	Hilltown.
- llymaghery - - - - llynacor - - - - illistown - - - - racklin - - - - addagh - - - - artenstown - - - - lysart - - - - tonestown - - -	- - -	Bracklip.			
- rcherstown - - - - Ballinvally - - - - Ballynaskeagh - - - - Brownstown - - - - Grangestown - - - - Grangestown - - - - Kilgar - - - - Mabestown - - - - Mulliganstown - - - - Scurlockstown - - - - Sheepstown - - - - Stonestown - - -	- - -	Clonarney.			
- Ballybeg - - - - Barbavilla Demesne - - - - Collinstown - - - - Gillardstown - - - - Ranaghan - - -	- - -	Collinstown.			

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LE—continued.	All the Town- lands in this Union are in the County of Kerry.		DINGLE—continued.	All the Town- lands in this Union are in the County of Kerry.	
agien - - -			Ballyeightragh - - -		
lingowan - - -			Ballyheabought - - -		
her - - -			Ballymacadoyle - - -		
stlegregory - - -			Ballymore, East - - -		
oghaneanode - - -			Ballymoreereagh - - -		
ghanesheskeen - - -			Ballymore, West - - -		
osguire - - -			Ballynabooly - - -		
olroe - - -			Ballyrishteen - - -		
tteen - - -			Ballybowler, North - - -		
onagaun - - -			Ballybowler, South - - -		
hamore - - -			Beenbane - - -		
rrantaun - - -			Burnham, East - - -		
rrywilliam - - -			Burnham, West - - -		
rrig Island - - -			Caherara - - -		
unboe - - -		Castlegregory.	Caherboshina - - -		
uncaum - - -			Cappa - - -		
unimmil - - -			Carhonaphuca - - -		
unnanoon - - -			Carhoo, East - - -		
untannig - - -			Carhoo, West - - -		
chaloughra - - -			Cliddaun - - -		
shtooskert - - -			Cloghane - - -		
hliney - - -			Cloosmore - - -		
lshannig - - -			Commons of Dingle - - -		
ughbeg - - -			Commons of Milltown - - -		
agherabeg - - -			Coumbowler - - -		
artramane - - -			Cullenagh - - -		
enafardarrig - - -			Dingle - - -		
illaree - - -			Doonsheane - - -		
illig - - -			Emlagh, East - - -		
in Islands - - -			Emlagh, West - - -		
			Farran - - -		Dingle.
			Farraneesteenig - - -		
allynalacken - - -			Farranflaherty - - -		
illyquin - - -			Farrannakilla - - -		
ppagh - - -			Farranredmond - - -		
oghane - - -			Flemingstown - - -		
ogharee - - -			Garfinny - - -		
oonsharragh - - -		Cloghane.	Glin, North - - -		
umeenycorraun - - -			Glin, South - - -		
her - - -			Gortonora - - -		
lanshanacuirp - - -			Grove - - -		
ullaghveal - - -			Kilfountain - - -		
ievadrehid - - -			Killelane - - -		
			Kilnagleragh - - -		
ughacasla, North - - -			Knockavrogeen, East - - -		
ughacasla, South - - -			Knockavrogeen, West - - -		
appananee - - -			Knockeen - - -		
arrigaday - - -			Knocknahow - - -		
arrigaha - - -			Lough - - -		
loonbeg - - -			Monacappa - - -		
deelis - - -			Monaree - - -		
ouagh - - -			Milltown - - -		
lanlough, North - - -		Deelis.	Mullenaglemig - - -		
lanlough, South - - -			Paddock - - -		
lanlough, West - - -			Raheenyhooig - - -		
lanmane - - -			Reenbeg - - -		
lanteenassig - - -			The Wood - - -		
Kilballylahiff - - -			Twenty-five Islands - - -		
lisanagree - - -					
Maghasheela - - -			Ballinglanna - - -		
Meenascarty - - -			Ballintemple - - -		
Shantalliv - - -			Ballyickeen - - -		
			Ballyickeen Commons - - -		
			Ballynahow - - -		
Ballinasig - - -			Ballynahow Commons - - -		
Ballineetig - - -			Ballynaraha, North - - -		
Ballintaggart - - -			Ballynaraha, South - - -		
Ballinvownig - - -			Beginish - - -		
Ballyameenboght - - -		Dingle.	Carrigfadda - - -		
Ballyameentrant - - -			Coumeenooole, North - - -		
Ballycanneen - - -			Coumeenooole, South - - -		
Ballybeg - - -			Commons, North - - -		
Ballyeightragh - - -			Commons, South - - -		Dunquin.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LE—continued.</i>	All the Town- lands in this Union are in the County of Kerry.		<i>DONAGHMORE—continued.</i>	All the Town- lands in this Union are in the Queen's County.	
Arrynadur - - -	- - -	Minard.	Curraghmore - - -	- - -	Borris - in - Ossory.
Arminard - - -			Derrin - - -		
Artnagullanagh - - -			Derrinoliver - - -		
Arigue - - -			Derrinsallagh - - -		
Arhurry - - -			Derryvorrigan - - -		
Armagappul - - -			Doon - - -		
Armagarrane - - -			Kilbeg - - -		
Arminard, East - - -			Knockaroe - - -		
Arminard, West - - -			Mounfad - - -		
Arnk Island - - -			Sentryhill - - -		
Arghteen Islands - - -			Shanboe - - -		
Ardbeg - - -			Townparks - - -		
Arghanna - - -					
Arrack - - -			Ballymullen (Stubber) - - -		
Arppateige - - -			Ballynakill - - -		
Arandalouge - - -			Brockry - - -		
Arantoolen - - -			Castle Fleming or Heath - - -		
Armoyle - - -			Castle Fleming (Giles) - - -		
Armoyle Island - - -			Castle Fleming (Marly) - - -		
Arwlane - - -			Castle Fleming (Stubber) - - -		
Arclumminbeg - - -			Clonmore - - -		
Arclumminmore - - -			Garrison - - -		
Arackacurrane - - -			Garryduff - - -		
Araggane - - -			Kilmilan - - -		
Aradbally Mountain - - -			Monamonra - - -		
Arne Island - - -			Rossmore - - -		
Arllincota - - -	- - -	Stradbally.		- - -	Clonmore.
Arllintlea - - -			Akip - - -		
Arllinleague - - -			Ballycoolid - - -		
Arillybeg - - -			Ballyhegaddon Glebe - - -		
Arillytrasna - - -			Barny and Bealady - - -		
Arheratrant - - -			Beckfield, South - - -		
Arherbullig - - -			Castletown - - -		
Arntra - - -			Coolfin - - -		
Arumuleague - - -			Donaghmore - - -		
Arnlaghslat - - -			Donaghmore - - -		
Arhan - - -			Dunacleggan - - -		
Aranfahan - - -			Kilbreedy - - -		
Arcoolman - - -			Raheen, Lower - - -		
Arldurrihy, East - - -			Raheen, Upper - - -		
Arldurrihy, West - - -			Raheenphelan Glebe - - -		
Arfarnoge - - -					
Arvickadownig - - -			Ballagharahin - - -		
Arherfree - - -			Barrawinga - - -		
Arumanorig - - -			Clonmeenwood - - -		
Arhinnane - - -			Errill - - -		
Arhinnane, West - - -			Graigueavallagh - - -		
Arheen - - -			Graigueavallagh - - -		
Arentry - - -			Knockahaw - - -		
Arirty-seven Islands - - -			Knockardagannon, North - - -		
			Knockardagannon, South - - -		
			Lisduff - - -		
			Lismurragha - - -		
DONAGHMORE:	All the Town- lands in this Union are in the Queen's County.				
Arddvarney - - -	- - -	Ballybrophy.	Ballyhinode - - -	- - -	Grantstown.
Arballybrophy - - -			Baunoge - - -		
Arortnulee - - -			Bordwell, Big - - -		
Arangebeg - - -			Bordwell, Little - - -		
Arilladooley - - -			Coolacurragh - - -		
Arilladooley - - -			Coolbally - - -		
Arnockseera - - -			Coolkerry - - -		
Arheesheara - - -			Coolnaboul, East - - -		
Arathmore - - -			Court - - -		
Arullucommon - - -			Curragh - - -		
			Garryduff - - -		
			Garryduff - - -		
			Garryniska - - -		
			Grantstown - - -		
			Grantstown - - -		
			Middlemount - - -		
Arallykeevan - - -	- - -	Borris - in - Ossory.		- - -	
Arallymeelish - - -					
Ararnusallagh - - -					
Arushfield, or Maghernas - - -					
Arkeugh - - -					
Ardonagooden - - -					
Arappagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DONAGHMORE—continued.			DONAGHMORE—continued.		
Middlemount, or Bally- voghlaun - - - -	All the Town- lands in this Union are in the Queen's County.	Grantstown.	Ballintaggart - - - -	All the Town- lands in this Union are in the Queen's County.	Money more.
Oldglass - - - -			Castletown - - - -		
Oldglass - - - -			Clononeen - - - -		
Rahandrick, Lower - -			Keeloge, South - - - -		
Rahandrick, Upper - -			Kilmartin - - - -		
Shanvaghey - - - -			Money more - - - -		
Tinnaragh - - - -			Raheen, or Charleville - -		
Tinnaragh - - - -			Springhill - - - -		
Tooreagh - - - -					
Ballyreilly - - - -		Kileoke.	Ballybuggy - - - -		Rathdowney.
Beckfield - - - -			Ballyedmond - - - -		
Beckfield, North - - -			Coolnaboul, West - - - -		
Clonburren - - - -			Creelagh - - - -		
Clonburren (White) - -			Glasla - - - -		
Coolfin - - - -			Graigueagarran - - - -		
Farranville - - - -			Graigueard - - - -		
Grangemore - - - -			Kilcoran - - - -		
Kileoke - - - -			Levally - - - -		
Kilpurcel - - - -			Rathdowney - - - -		
Lismore - - - -	Rathpiper, North - - - -		Rathpiper, South - - - -		Rathsaran.
Tinnaclohy - - - -	Srah - - - -				
	Srahbaun - - - -				
	Srahleagh - - - -				
	Barrahill - - - -				
Aghaboe - - - -	Borraghaun - - - -				
Baunbrack - - - -	Castlegrogan - - - -				
Brocka - - - -	Cloneeb - - - -				
Carrowreagh - - - -	Coolowley (Mason) - - - -				
Corraun - - - -	Coolowley (Plott) - - - -				
Cross - - - -	Eglisla - - - -		Grogan - - - -		
Delligabaun - - - -	Harristown - - - -				
Friarsland - - - -	Johnstown Glebe - - - -				
Keelough Glebe - - - -	Knockheel - - - -				
Kildellig - - - -	Kyleamullan - - - -				
Kildellig - - - -	Lyroge - - - -				
Kilcottan - - - -	Mount Oliver - - - -				
Palmershill - - - -	Mount Oliver - - - -				
Skeagh - - - -	Oldtown - - - -				
	Park - - - -				
	Raheen - - - -		Rathsaran Glebe - - - -		
Baunaghra - - - -		Kyle.			
Cappalinnan - - - -					
Clonburren (Moore) - -					
Clonmeen, North - - -					
Clonmeen, South - - -					
Graigueadrisly - - - -					
Kyle - - - -					
Rossdarragh - - - -					
Templequain - - - -					
Ballyglass - - - -		Moneenalassa.	DONEGAL:		
Ballymullen (Warrensford)			Aghadowey - - - -	All the Town- lands in this Union are in the County of Donegal.	Ballintra.
Ballyquaid Glebe - - -			Ballintooey - - - -		
Castlequarter - - - -			Ballyalla - - - -		
Clonlahy Corporation			Ballybulgan - - - -		
Land - - - -			Ballydermot - - - -		
Corporation Land, 1st			Ballynakillew Mountain		
Division - - - -			Bigpark - - - -		
Corporation Land, 2d			Brownhall Demesne - -		
Division - - - -			Carrikkbreeny - - - -		
Corporation Land, 3d	Coxtown - - - -				
Division - - - -	Drumaneel - - - -				
Erris, or Skirk Glebe -	Drumbristain Glebe - -				
Garronmaconly - - - -	Drumchory Glebe - - -				
Garronmaconly - - - -	Drummanus Glebe - - -				
Killasmaestia - - - -	Drumnaeroil - - - -				
Newtown or Skirk - - -	Inishnabo - - - -				
Raheensheara - - - -	Kilgole - - - -				
Rathnaleugh - - - -	Knockbane - - - -				
	Legnanornoge - - - -				
	Lismintan or Ballyruddelly				
	Lisnapaste - - - -				
	Murvagb, Lower - - - -				
	Murvagb, Upper, Glebe -				
	Pollnaranny - - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DONEGAL— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.		DONEGAL— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.	
Bruckless - - -	- - -	Dunkineely.	Meenacharbet - - -	- - -	Inver.
Calhame - - -			Meenacurrin - - -		
Cashelfean - - -			Meenawullaghan - - -		
Cavan - - -			Port - - -		
Darney - - -			Rafoarty - - -		
Druminiscal - - -			Seahill and Tuckmill-hill - - -		
Dunkineely - - -			Tawnygorm - - -		
Gilbertstown - - -			Tievedooly - - -		
Green Island - - -			Tonreege - - -		
Killaghtee - - -					
Killultan - - -			Ardbane, or Laghy Barr - - -		
Loughmuilt - - -			Ballykillowen - - -		
Menamny - - -			Blabreenagh - - -		
Point - - -	- - -	Eanymore.	Carrick, East - - -	- - -	Laghy.
Rahan, Far - - -			Carrick, Upper and Lower Barr - - -		
Rahan, Near - - -			Carrick, West - - -		
			Cormullin - - -		
Ardbane - - -			Golard - - -		
Drumbaran - - -			Greaghs - - -		
Drumboarty - - -			Inishnogor - - -		
Drumard - - -			Inishpat - - -		
Drumnaheark, East - - -			Laghy - - -		
Drumnaheark, West - - -			Meenacargagh, or Raneany Barr - - -		
Drumnalost - - -			Meenavanaghan, or Greaghs Barr - - -		
Drumrone - - -			Mullanasole - - -		
Edenamuck - - -			Mullanasole Barr - - -		
Gargrim - - -	- - -	Grousehall.	Oughtnadrin - - -	- - -	Lough Eask
Knockagar - - -			Raneany, East - - -		
Letterbarra - - -			Raneany, West - - -		
Letterfad - - -			Rossilly - - -		
Letternacahy - - -			Rossilly Bar - - -		
Lettertreane - - -			Rossyvolan - - -		
Roes - - -			Tullygallan - - -		
Tullynagreana - - -			Tullygallan, Tullywee, and Oughtnadrin Barr - - -		
Tullynaha - - -			Tullywee - - -		
			Trumman, East - - -		
Cashelenny - - -			Trumman, West - - -		
Crilly - - -			Trumman, West, Barr - - -		
Grousehall - - -	- - -	Haugh.		- - -	Mountchar
Lettercran - - -			Burns Mountain - - -		
Tievemore - - -			Doocrow - - -		
Tullylark - - -			Drummeenagh - - -		
			Drumnacarry - - -		
Altilow - - -			Edergole - - -		
Haugh - - -			Eglis - - -		
Heneys - - -			Friary - - -		
Lackrom - - -			Greenan - - -		
Meenataggart - - -			Lougheask Demesne - - -		
Meenawilderg - - -			Sruell - - -		
Owenboy - - -			Tawnyvorgal - - -		
Ogherbeg - - -			Seven small Islands - - -		
Winterhill - - -	- - -	Inver.		- - -	
Ardaghy Glebe - - -			Ballybrollaghan - - -		
Brenter - - -			Beefpark - - -		
Carrakeel - - -			Buncronan - - -		
Casheloogary - - -			Creevins - - -		
Coolshangan - - -			Dromore - - -		
Crumlin - - -			Drumaneary - - -		
Drumadart - - -			Drumbeagh - - -		
Drumfin - - -			Drumcoe - - -		
Drumlaghtafin - - -			Drumconor - - -		
Drummeenagh - - -			Drumgorman - - -		
Drumnakilly - - -			Drumgorman Barr - - -		
Drumrainy - - -			Drumkeelan - - -		
Fanaghans - - -			Eagle's Nest Island - - -		
Inver Glebe - - -			Glen - - -		
Keeloges - - -			Glencoagh - - -		
Kilmacreddan - - -					
Knocknahorna - - -					
Leagans - - -					
Legnawley Glebe - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DONEGAL—continued. Booagh - - - Caward - - - Demesne - - - Mountcharles - - - Banboys - - - Terneese - - - t - - - ely - - - s - - - Phill Demesne - - - whill - - - Inlagan - - - voos - - -	All the Town-lands in this Union are in the County of Donegal.	Mountcharles.	DONEGAL—continued. Meenanellison - - - Meensheefin - - - Mulnagoad - - - Oughtearn - - - Rushen - - - Saint's Island - - - Seadavog Mountain - - - Tamur - - - Tievetooey - - - <i>Twenty-one small Islands</i>	All the Town-lands in this Union are in the County of Donegal.	Templecarn.
Afoy - - - alough - - - maglass - - - macavany - - - try - - - illog - - - ishil - - - ckrory - - - a - - - gh - - - nacunny - - - on - - - mawk - - - chrin - - - gun - - - harrieff - - - naskea - - - shel - - - nessy - - - philipboy - - - id - - - goe - - - reevy - - - ghkeelta - - - on Island - - - ght - - - earn - - - <i>n small Islands</i>	- - -	Pettigoe.	Aghlem - - - Ardnagassan - - - Barnesyneilly - - - Copany - - - Croaghnakern - - - Croaghnameal - - - Cuilly - - - Drumadoney - - - Drumcroagh - - - Druminardagh - - - Drumlask - - - Drummenny, Lower - - - Drummenny, Middle - - - Drummenny, Upper - - - Drumnahoul - - - Finnadoos - - - Legacurry - - - Leghawny - - - Loughcuill - - - Loughkip - - - Meenadreen - - - Moyné - - - Mullans - - - Rooneys Island - - - Rossmore - - - Skreen - - - Straness - - - Tawnagh - - - Tullyearl - - - Tullyleague, or Tullybrook - - - Tullyloskan - - - Tullymornin - - - Whitehill - - -	- - -	Tullynaught.
lowel - - - evin - - - awark - - - bleask - - - cramp - - - veagh - - - bush - - - gh - - - loo - - - own - - - ghlahan - - - ghgorm - - - awully Mountains - - - <i>small Islands</i>	- - -	Tawnawully.	DOWNPATRICK: Ardglass - - - Ardtole - - - Coney Island - - - Ringfad - - - Tullycarnan - - - Ballybrannagh, Lower - - - Ballybrannagh, Upper - - - Ballyclander, Lower - - - Ballyclander, Upper - - - Ballycruttle - - - Ballyhosset - - - Ballyhosset Milltown - - - Ballymurphy - - - Ballynagross, Lower - - - Ballynagross, Upper - - - Ballysallagh - - - Carrowbaghran - - - Church Ballee - - - Dillin - - - Jordan's Crew - - - Kildare's Crew - - - Spittle Ballee - - - Spittle Quarter - - - Ross - - -	All the Town-lands in this Union are in the County of Down.	Ardglass.
aboo Glebe - - - us - - - t, North - - - a, South - - - ressy - - - ghbrack - - - beg Island - - - more Island - - - keeragh - - - 200sk - - - lfad - - - Thultan - - -	- - -	Templecarn.			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
DOWNPATRICK— <i>continued.</i>	All the Town- lands in this Union are in the County of Down.		DOWNPATRICK— <i>continued.</i>	All the Town- lands in this Union are in the County of Down.	
Ardkeen - - -	- - -	Ardkeen.	Jordan's Acre - - -	- - -	Downpatrick.
Ballycranbeg - - -			Killavees - - -		
Ballygelagh - - -			Marshallstown - - -		
Ballyward - - -			Russell's Quarter - - -		
Cookstown - - -			Saul Quarter - - -		
Dunerly - - -			Strucl - - -		
Kirkistown - - -			Tobermoney - - -		
Lisbane - - -			Quoile - - -		
Ratallagh - - -			Saul - - -		
Long Island - - -			Erenagh - - -		
Pherson's Island - - -					
Round Island - - -			Aghlisnafin - - -		Dundrum.
Broom Quarter - - -			Ballybannan - - -		
Castleboy - - -			Ballylough - - -		
Cloghy - - -			Dundrum - - -		
Drumardan Quarter - - -			Magherasaul - - -		
Drumardan - - -			Moneycarragh - - -		
Loughdoo - - -			Moneylane - - -		
Tullycross - - -			Murlough, Lower - - -		
Tullytramon - - -			Wateresk - - -		
	- - -	Ballynahinch.		- - -	Dunmore.
Ballylone, Big - - -			Dooglen - - -		
Ballylone, Little - - -			Dunbeg, Lower - - -		
Ballymacarn, North - - -			Dunbeg, Upper - - -		
Ballymacarn, South - - -			Dunmore - - -		
Ballymaglare, North - - -			Drumgarlin - - -		
Ballymaglare, South - - -			Drumkeeragh - - -		
Ballynahinch - - -			Edendarriff - - -		
Magheradrool - - -	- - -	Castlewellan.	Guinness - - -		Dunsfort.
Drumnaconagher - - -			Cumber - - -		
Raleagh - - -			Drumaness - - -		
			Drumsnade - - -		
Ballywillwill - - -			Magheratimpany - - -		
Castlewellan - - -					
Clonvaraghan - - -			Ballybeg - - -		
Clarkill - - -			Ballyedock, Lower - - -		
Dundrinne - - -	- - -	Clough.	Ballyedock, Upper - - -		
Slievenisky - - -			Ballyhornan - - -		
			Ballymenagh - - -		
Ardilea - - -			Bishop's Court - - -		
Clough - - -			Corbally - - -		
Creaghduff - - -			Dunsfort - - -		
Drumcaw - - -			Lismore - - -		
Knocksticken - - -			Ringawaddy - - -		
Cloghran - - -	- - -	Crossgar.	Sheeplandbeg - - -		Hollync.
Ballykinler, Lower - - -			Sheeplandmore - - -		
Ballykinler, Middle - - -			Tollumgrange, Lower - - -		
Ballykinler, Upper - - -			Tollumgrange, Upper - - -		
			Tullynaskeagh - - -		
Ballyalga - - -			Gun's Island - - -		
Ballygoskin - - -			Ballyorgan - - -		
Ballywillin - - -			Ballinarry - - -		
Cluntagh - - -	- - -	Downpatrick.	Ballynagarriock - - -		
Derryboy - - -			Ballywoodan - - -		
Lisnaw - - -					
Killinchy-in-the-Woods - - -			Ballydonety - - -		
Crossgar - - -			Ballydugan - - -		
Lissara - - -			Ballykeel - - -		
Lisnamore - - -			Ballykilbeg - - -		
			Ballyrolly - - -		
Ardmeen - - -	- - -	Downpatrick.	Bonecastle - - -		
Audley's Acre - - -			Cargagh - - -		
Ballymote, Lower - - -			Hollymount - - -		
Ballymote, Middle - - -			Lisnamaul - - -		
Ballymote, Upper - - -			Magheralagan - - -		
Ballystrew - - -			Quarter Cormick - - -		
Ballyrange - - -			Tobercorran - - -		
Ballywarren - - -			Tullymurry - - -		
Clogher - - -	- - -	Downpatrick.	Woodgrange - - -		
Demesne of Down - - -			Ringreagh - - -		
Grangicam - - -	- - -	- - -		- - -	- - -

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DOWNPATRICK—continued.	All the Town-lands in this Union are in the County of Down.		DOWNPATRICK—continued.	All the Town-lands in this Union are in the County of Down.	
Annacloy - - -			Ardigon - - -		
Ballygally - - -			Ballymacarron - - -		
Ballynacraig - - -			Ballymacromwell - - -		
Ballyrenan - - -			Ballytrim - - -		
Dunnanelly - - -		Inch.	Clay - - -		
Finnabrogue - - -			Commons - - -		
Inch - - -			Corbally - - -		
Magheracranmoney - - -			Corporation - - -		
Turmennan - - -			Moymore - - -		
Shuter's Island - - -			Mullagh - - -		
			Rathcunningham - - -		
			Ringdufferin - - -		
Balloo - - -			Toy and Kirkland - - -		
Ballybredagh - - -			Tullymacudus - - -		
Ballygeegan - - -			Tullykin - - -		
Ballymacashen - - -			Tullyveery - - -		
Ballymacreelly - - -			Dodd's Island - - -		
Ballymorran - - -			Dunneville Island - - -		
Carrigillian - - -			Gibb's Island - - -		
Killinakin - - -			Island Taggart* - - -		
Killinchy - - -			Pawle Island - - -		
Quarterland - - -			Simmy Island - - -		
Rathgorman - - -					
Ringhaddy - - -			Ballydyan - - -		
Tullycore - - -			Cahard - - -		
Tullymore - - -			Carnacally - - -		
Braddock Island - - -			Clontaghnaglar - - -		
Bush Island - - -			Creevycaronnan - - -		
Conly Island - - -		Killinchy.	Creedyargon - - -		
Darragh Island - - -			Drumgiven - - -		
Dunsy Island - - -			Kilmore - - -		
Dunsy Rock Island - - -			Listooder - - -		
Feehary Island - - -			Drumaghlis - - -		
Green Island - - -			Rademan - - -		
Islandbane - - -					
Islandmore - - -			Aughnadarragh - - -		
Marl Island - - -			Barnamaghery - - -		
Shamrock Island - - -			Creavybeg - - -		
Drummond Island - - -			Raffrey - - -		
Great Minnis's Island - - -			Carsonstown - - -		
Inishardan - - -			Creedyloughgare - - -		
Inishanier - - -			Leggygowan - - -		
Little Minnis's Island - - -			Lisowen - - -		
Parton Island - - -			Barnamaghery - - -		
Roe Island - - -					
			Ardguin - - -		
Ballycam - - -			Ballyhenry - - -		
Ballydargan - - -			Ballyherly - - -		
Ballygallum - - -			Ballyminnish - - -		
Ballygilbert - - -			Ballymurphy - - -		
Ballylig - - -			Ballyridley - - -		
Ballynoe - - -			Ballywallon - - -		
Ballynagallagh - - -			Ballywaddan - - -		
Ballyriggis - - -			Ballywhite - - -		
Bright - - -			Demesne - - -		
Carrowbane - - -			Marlfield - - -		
Coniamstown - - -			Priest Town - - -		
Croily's Quarter - - -			Thomastown - - -		
Grangewalls - - -			Ballyhenry Island - - -		
Island Henry - - -			Ballywallon Island - - -		
Kilbride - - -		Killough.	Ballyphilip - - -		
Legamadddy - - -			Derry - - -		
Lisoid - - -			Tullyboard - - -		
Strand - - -			Tullymally - - -		
Tullinespick - - -			Ballybranigan - - -		
Whiganstown - - -			Ballymacnamee - - -		
Ballyvaston - - -			Balynichol - - -		
Killough - - -			Corrog - - -		
Saint John's Point - - -			Parsonhall - - -		
Carwardressex - - -			Ballyfinragh - - -		
Commonreagh - - -			Ballygalget - - -		
Rossglass - - -			Ballywhollart - - -		
			Ballyadam - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DOWNPATRICK—continued.	All the Town- lands in this Union are in the County of Down.	-	DOWNPATRICK—continued.	All the Town- lands in this Union are in the County of Down.	-
Ballyedock, or Carrs- town - - -			Ardtanagh - - -		
Ballymarter - - -			Claragh - - -		
Ballyquintin - - -			Cumran - - -		
Keentagh - - -			Drumanaghan, or Dru- mulcaw - - -		
Killydressy - - -			Drumanakelly - - -		
Tara - - -			Drumaroad - - -		
Tieveshilly - - -			Dunturk - - -		
Tullycarnan - - -			Naghan - - -		
Ballyfounder - - -			Scrib - - -		
Ballytrustan - - -			Seaforde Demesne - - -		
Ballymierd - - -			Tamnaghmore - - -		
Kearney - - -			Drumanaquoile - - -		
Ardgeehan - - -			Audley Town - - -		
Ballyblack - - -			Ballyculter, Lower - - -		
Ballyeam - - -			Ballyculter, Upper - - -		
Ballygarvigan - - -			Ballylenagh - - -		
Ballyrusley - - -			Cargagh - - -		
Craigaroddan - - -			Carrintaggart - - -		
Granagh - - -			Castlemahon - - -		
Knockinelder - - -			Castleward - - -		
Tullynacrew - - -			Ferry Quarter - - -		
Ardminnan - - -			Killard, Lower - - -		
Ballyspurge - - -			Killard, Upper - - -		
Dooley - - -			Lagnagoppoge - - -		
Newcastle - - -			Loughkeelan - - -		
Slanes - - -			Strangford, Lower - - -		
			Strangford, Upper - - -		
Ballintogher - - -			Tullyratty - - -		
Ballysugagh - - -			Black Islands - - -		
Carrowearlin - - -			Chapel Island - - -		
Carrowvanny - - -			Jackdaw Island - - -		
Lisbane - - -			Sandy Island - - -		
Lisboy - - -			Swan Island - - -		
Portloughan - - -			Isle of Valley - - -		
Ringbane - - -			White Hills - - -		
Russells Quarter, North - - -			Acre M'Cricket - - -		
Russells Quarter, South - - -			Cloghy - - -		
Walshestown - - -			Glebe - - -		
Castle Island - - -			Isle M'Cricket - - -		
Launches Long Island - - -			Kilclief - - -		
Launches Little Island - - -			Tullyfoyle, Lower - - -		
Gores Island - - -			Tullyfoyle, Upper - - -		
Green Island - - -					
Hare Island - - -	Carrickinab - - -				
Salt Island - - -	Clanmaghery - - -				
Shark Island - - -	Commons of Clanma- ghery - - -				
Ballyalton - - -	Glovet - - -				
Ballyrenan - - -	Tyrella, North - - -				
Ballystokes - - -	Tyrella, South - - -				
Ballytrustan - - -	Ballylucas - - -				
Ballywalter - - -	Ballynewport - - -				
Carrownacaw - - -	Ballyplant - - -				
Loughmoney - - -	Glebe - - -				
Slievenagriddle - - -	Islandbane - - -				
Ballintlieve - - -	Rathmullan, Lower - - -				
Raholp - - -	Rathmullan, Upper - - -				
	Ballydonnell - - -				
Annadorn - - -	Corbally - - -				
Castlenavan - - -	Castlesckreen - - -				
Drumgooland - - -					
Dunnew - - -	DROGHEDA:				
Farranfadh - - -	Ardcath - - -				
Seavaghan - - -	Balgeeth - - -				
Tievenadarragh - - -	Bartramstown - - -				
Magheralone - - -	Bunnianstown - - -				
Murvaclogher, or Broagh- clogh - - -	Clatterstown - - -				
Rossconor - - -	Cloghan - - -				
Teconnaught - - -	Cloney - - -				
Tullynacree - - -	Coolfore - - -				
	Curraghwalls - - -				
				Meath - - -	Ardcath.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
<i>DROGHEDA—continued.</i>			<i>DROGHEDA—continued.</i>		
Denhamstown - - -	Meath - - -	Ardcath.	Downestown - - -	Meath - - -	Duleek.
Fennor - - -			Drumman - - -		
Irishtown - - -			Gafney - - -		
Mannanstown - - -			Garballagh - - -		
Maryland - - -			Gaskinstown - - -		
Micknanstown - - -			Gaulstown - - -		
Mooretown - - -			Gillinstown - - -		
Newtown - - -			Kellystown - - -		
Porterstown - - -			Knockisland - - -		
Princetown - - -			Longford - - -		
Rath - - -			Lougher - - -		
Rowlestown - - -			Mullaghfin - - -		
Athcarne - - -			Newtown - - -		
Beaumont - - -			Prioryland - - -		
Bellewstown - - -			Rahill - - -		
Blackditch - - -			Reask - - -		
Boodies, Great - - -			Redmountain - - -		
Boodies, Little - - -			Reoughgrange - - -		
Carnes, East - - -			Sneeoge - - -		
Carnes, West - - -			Thomastown - - -		
Caulstown - - -			Cruicerath - - -		
Collierstown - - -			Stalleen - - -		
Cooksgrove - - -					
Gafney, Little - - -			Ardballan - - -	Louth - - -	Dysart.
Hilltown, Great - - -			Clonmore - - -		
Hilltown, Little - - -			Killally - - -		
Johnstown - - -			Painestown - - -		
Keenoge - - -			Togher - - -		
Knockisland - - -			Ballynagrena - - -		
Lunderstown - - -			Barmeath - - -		
Ongestown - - -			Briarhill - - -		
Riverstown - - -			Drumin - - -		
Scatternagh - - -			Dysart - - -		
Deenes - - -			Gallagh - - -		
Almondstown - - -			Grangebellew - - -		
Callystown - - -			Grattanstown - - -		
Clogher - - -			Hitchestown - - -		
Glaspistol - - -			Milltown - - -		
Dales - - -			Merganstown - - -		
Garrolagh - - -			Windmill - - -		
Glebe, East - - -			Boycetown - - -		
Glebe, South - - -			Lurganboy - - -		
Glebe, West - - -			Martinstown - - -		
Killartery - - -			Nicholastown - - -		
Mayne - - -			Port - - -		
Reynoldstown - - -			Wyanstown - - -		
Cruisetown - - -			Labanstown - - -		
Parsonstown - - -	Louth - - -	Clogher.			
Ardboles - - -			Ballymad - - -	Meath - - -	Julianstown.
Baggotstown - - -			Glebe - - -		
Cloghlea - - -			Julianstown, East - - -		
Drumgooter - - -			Julianstown, South - - -		
Garrolagh - - -			Julianstown, West - - -		
Glebe - - -			Ministown - - -		
Rathdrumin - - -			Ninch - - -		
Rinkinstown - - -			Rogerstown - - -		
Walshestown - - -			Sevitsland - - -		
Brittas - - -			Smithstown - - -		
Carrickbaggot - - -			Dimanistown, East - - -		
Gallstown - - -			Dimanistown, West - - -		
Marlay - - -			Annagor - - -		
Rokeby - - -			Calliagstown - - -		
Swinestown - - -			Crufty - - -		
Abbeyland - - -	Meath - - -	Duleek.	Gafney - - -		
Balsaran - - -			Kilshervan - - -		
Blackditch - - -			Shallon - - -		
Carranstown - - -			Balgeen - - -		
Caulstown - - -			Newhaggard - - -		
Clonlusk - - -			Ballymad - - -		
Commons - - -			Betaghstown - - -		
Corballis - - -			Pilltown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DROGHEDA—continued.			DROGHEDA—continued.		
Beaumont - - -	Meath - - -	Julianstown.	Brownstown - - -	Louth - - -	Mullary.
Ballygarth - - -			Carricknashanagh - - -		
Corballis - - -			Cartanstown - - -		
Whitecross - - -			Drumshallon - - -		
Briarleas - - -			Fieldstown - - -		
Claristown - - -			Hamlinstown - - -		
Dardistown - - -			Kircock - - -		
Hollymount - - -			Piperstown - - -		
Irishtown - - -				Meath - - -	Stamullin.
Keenoge - - -			Ballestran - - -		
Kennetstown - - -			Balloy - - -		
Legganhall - - -			Clinstown - - -		
Lisdornan - - -			Damselfstown - - -		
Moorechurch - - -			Fourknocks - - -		
Mosney - - -			Gibblockstown - - -		
Mullaghteelin - - -			Gormanstown - - -		
Raholland - - -			Greenanstown - - -		
Richardstown - - -			Herbertstown - - -		
Sarsfieldstown - - -			Hodgestown - - -		
Whitecross Glebe - - -			Kilbreckstown - - -		
			Lacystown - - -		
			Saddlestown - - -		
			Stadalt - - -		
			Stamullin - - -		
			Tullog - - -		
			Whiteleas - - -		
Dowth - - -	Daw - - -				
Glebe - - -	Fowlerstown - - -				
Proudfootstown - - -	Kilnew - - -				
Balfeddock - - -	Milltown - - -				
Crewbane - - -	Rudder - - -				
Kellystown - - -	Beshellstown - - -				
Knowth - - -	Bodinstown - - -				
Mellifont - - -	Clogherstown - - -				
Monknewtown - - -	Davidstown - - -				
Newgrange - - -	Flemingtown - - -				
Hurcle - - -	Grange - - -				
Mellifont - - -	Hammondstown - - -				
	Heathtown - - -				
Barabona - - -	Micknanstown - - -				
Bawntaaffe - - -	Moorebides - - -				
Cordoogan - - -	Naul - - -				
Monasterboice - - -	Rathcarstown - - -				
Newtown, Monasterboice - - -	Tankardstown - - -				
Padde ck - - -					
Silloge - - -					
Timullen - - -					
Ardagh - - -	Louth - - -	Monasterboice.	Ballsgrrove - - -	Partly in County of Meath and partly in the Municipal Bo- rough of Drogheda.	St. Mary's.
Begruth - - -			Lagavoreen - - -		
Coolfore - - -					
Glebe - - -			Bryanstown - - -		
Keerhan - - -			Donore - - -		
Littlegrange - - -			Grove Island - - -		
Mellifont - - -			Oldbridge - - -		
Mellifont Park, or South Hill - - -			Rathmullan - - -		
Sheepgrange - - -			Sheephouse - - -		
Townleyhall - - -			Yellow Island - - -		
	Platin - - -				
Bankerstown - - -	Beybeg - - -				
Castletumny - - -	Beymore - - -				
Castletown - - -	Colp, East - - -				
Groom - - -	Colp, West - - -				
Kearneystown - - -	Donacarne, Great - - -				
Keeverstown - - -	Donacarne, Little - - -				
Longstones - - -	Kiltrough - - -				
Priest-town - - -	Mornington - - -				
Rathdaniel - - -	Newtown - - -				
Rathgory - - -	Painestown - - -				
Roxborough - - -	Stagreenan - - -				
Stirne - - -	Stameen - - -				
Stonehouse - - -					
Tinure - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DROGHEDA—continued.			DROMORE, WEST—contd.		
Bally Park - - -			Ballynahowna - - -	All the Town-	
Carntown - - -			Bellafarney - - -	lands in this	
Commons - - -			Buncrowey - - -	Union are in	
Greenbatter - - -			Cameuil - - -	the County of	
Killineer - - -			Cannaghanally - - -	Sligo.	
Liscorry - - -			Carrigeens - - -		
Listoke - - -			Cuskernagh - - -		
Moneymore - - -			Fartannaun - - -		
Townrath - - -			Knockanbaun - - -	- - - - -	Buncrowey.
Twenties - - -			Knockacullen - - -		
Yellowbatter - - -			Lecarrow - - -		
Wallace's Row - - -			Owenykeevan, or Tawna-		
Ballymakenny - - -			maddoo - - -		
Carntown - - -	Louth	St. Peter's.	Patch - - -		
Carstown - - -			Portaghradagh - - -		
Collerstown - - -			Rathgoonaun - - -		
Tullyescar - - -			Toorboy - - -		
Ballinreask - - -					
Banktown - - -			Carns - - -		
Beaulieu - - -			Cloonkeelaun - - -		
Beltichburne - - -			Muingwore - - -	- - - - -	Castleconnor,
Newtownstalaban - - -			Tawnalaghta - - -		East.
Philipstown - - -			Tullylin or Ballyfeenaun - - -		
Balgatheran - - -					
Hill of Rath - - -			Atticlree - - -		
Mell - - -			Ballymoghany - - -		
Newtownstalaban - - -			Ballymoneen - - -		
Tullyallen - - -			Bartragh - - -		
Balfeddock - - -			Bunnanilra - - -		
Ballydonnell - - -			Carraun - - -		
Ballymaglane - - -			Carrowcardin - - -		
Battray - - -			Carrowgarry - - -		
Belcotton - - -			Carrowgun - - -		
Betaghstown - - -			Carrownurlar - - -		
Blackhall - - -			Corbally - - -		
Braghan - - -			Cottlestown - - -		
Canonstown - - -			Dooneen - - -	- - - - -	Castleconnor,
Carstown - - -			Emlymoran - - -		West.
Curstown - - -			Farraninish - - -		
Dardisrath - - -			Fiddaun - - -		
Duffsfarm - - -			Island - - -		
Galroostown - - -	ditto	Termonfeckin.	Killauly - - -		
Ganderstown - - -			Knockagower - - -		
Meaghsland - - -			Knockbrack - - -		
Milltown - - -			Lecarrownavaveagh - - -		
Newhouse - - -			Muckduff - - -		
Newtown - - -			Newtown - - -		
Primatepark - - -			Rathglass - - -		
Priortown - - -			Rathmurphy - - -		
Termonfeckin - - -			Rjnroe - - -		
Tullyard - - -			Scurmore - - -		
Donnellystown - - -					
Kellystown - - -			Altanelvick - - -		
Kiltallaght - - -			Ballinlig - - -		
Priortown - - -			Barnabrack - - -		
			Carrowkeel - - -		
DROMORE, WEST:	All the Town-		Carrownacreivy - - -		
Ardogelly - - -	lands in this		Cloonakeemoge - - -		
Aughris - - -	Union are in		Derinch Island - - -		
Ballyfarris - - -	the County of		Lismacryan - - -	- - - - -	Dromard, East.
Carrowcaslan - - -	Sligo.		Islands - - -		
Carrownacreivy - - -			Lisnarawer - - -		
Carrownaknockan - - -			Loughannacrannoge - - -		
Carrownurlar - - -			Lugbaun - - -		
Cartronofarry, East - - -		Aughris.	Tanrego, East, or Car-		
Cartronofarry, South - - -			rowmore - - -		
Cartronofarry, West - - -			Tanrego, West - - -		
Corcoran's Acres - - -					
Corkaghbeg - - -			Bunnafedia - - -		
Corkaghmore - - -			Carroward - - -		
Doonfin, Lower - - -			Carrowbleagh, East - - -	- - - - -	Dromard, West.
Garraduff - - -			Carrowbleagh, West - - -		
Laragh - - -			Carrowconnor - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DROMORE, WEST— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Sligo.		DROMORE, WEST— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Sligo.	
Carrowmorris - - -			Carrowhubbrick, South - -		
Carrownaguivna, East - -			Cloonaderavally - - -		
Carrownaguivna, West - -			Drinaghanbeg - - -		
Cloonagh - - -			Drinaghanmore - - -		
Corskeagh - - -			Frankford - - -		
Cutteanta - - -			Kilglass - - -		
Dromard - - -	- - -	Dromard, West.	Kinard - - -		
Lavagh - - -			Lackan - - -		
Longford Demesne - - -			Lackancabill - - -		
Spring Garden - - -			Lackanatlieve - - -		
Toorard - - -			Magherabrack - - -		
			Parke - - -		
			Quigabar - - -		
			Quigaboy - - -		
			Trotts - - -		
					Kilglass.
Ballygilcash - - -			Bellanaboy - - -		
Ballyglass - - -			Crowagh, or Dunneill - -		
Belville - - -			Mountain - - -		
Carrowcor - - -			Fiddandarry - - -		
Carrownably - - -			Letterunshin - - -		
Cloonascoffagh - - -	- - -	Dromore.	Tawnadremira - - -		
Donaghintraine - - -			Tawnatruffaun - - -		
Dromore - - -			Tawnamore - - -		
Dunneill - - -			Trasgarve - - -		
Farranmacfarrell - - -					
					Mallagheruse.
Aderavoher - - -			Ballyogan - - -		
Alternan Park - - -			Caltragh - - -		
Ballybeg - - -			Cartron - - -		
Ballycummin - - -			Cooga - - -		
Ballymeeney - - -			Culleens - - -		
Ballymeeney, Armstrong - -			Oghil - - -		
Ballymeeney, Jones - - -			Owenbeg - - -		
Bookaun, Browne - - -					
Bunowna - - -					
Carrownabinna, or Bally- meeney Hillas - - -					
Carownrush - - -					
Cloonagleavragh - - -	- - -	Easky.	Carrowculleen - - -		
Clooneen - - -			Carrownamaddoo - - -		
Cloonagleavragh Park - -			Doonflin, Upper - - -		
Doonaltan - - -			Drunnagoal - - -		
Fortland - - -			Farranyharpy - - -		
Keadews - - -			Glebe - - -		
Killeenduff - - -			Knockacappul - - -		
Kilmacurkan - - -			Lecarrow - - -		
Kilmacurkan - - -			Ross - - -		
Rathmeel - - -			Skreenmore - - -		
Shannonspark, East - - -			Tawnatrohaun - - -		
Sraheens - - -					
					Skreen.
Bookaun, Tottenham - - -			Altans - - -		
Cabragh - - -			Ardgivna - - -		
Cabraghkeel - - -			Ardkill - - -		
Carrowmacbryan - - -			Ballyeeskeen - - -		
Carrownrod - - -			Barnacoghill - - -		
Carownrush - - -			Carrowmacrory - - -		
Carrowpadeen - - -			Carrowmoran - - -		
Castletown - - -			Cartron - - -		
Curraghnagap - - -	- - -	Easky, West.	Cashelboy - - -		
Finnea - - -			Doonmadden - - -		
Leaffony - - -			Doonycoy - - -		
Lenadoon - - -			Grangemore - - -		
Monereagh - - -			Kilrusheighter - - -		
Oldgrange - - -			Lugdoon - - -		
Rathlee - - -			Rathglass - - -		
Shannonspark, West - - -					
					Templeboy, North.
Ballintean - - -			Ballinphull - - -		
Ballyglass - - -			Ballygreighan - - -		
Carranduff - - -			Ballygreighan Barr - - -		
Carrowcoller - - -	- - -	Kilglass.	Doonbeakin - - -		
Carrowneden - - -			Dunowla - - -		
Carrowhubbrick, North - -			Grangebeg - - -		
			Grangebeg Barr - - -		
			Kingsmountain - - -		
			Rathurlisk - - -		
					Templeboy, South.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROMORE, WEST— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Sligo.		DUBLIN, NORTH— <i>cont^d</i> .	Dublin - -	Blanchards- town.
Ballard - - -			Huntstown - - -		
Ballinphull - - -		Toberpatrick, East.	Johnstown - - -		
Brockagh - - -			Mitchelstown - - -		
Buninna - - -			Scribblestown - - -		
Caltragh - - -			Sheephill - - -		
Carrowbrickeen - - -			Snugborough - - -		
Carrowflatley, or Carrow- naglogh - - -			Anfield - - -		
Carrowgilpatrick - - -			Ashtown - - -		
Carrowloughan, East - - -			Astaghob - - -		
Carrowloughan, West - - -			Cabragh - - -		
Carrownteane - - -			Carpenterstown - - -		
Carrowreagh - - -			Castleknock - - -		
Derkbeg - - -			Castleknock (Part of Phoenix Park) - - -		
Derkmore - - -			Diswellstown - - -		
Falfin - - -			Pelletstown - - -		
Fallathurteen - - -			Porterstown - - -		
Finnure - - -			Chapelizod - - -		
Halfquarter - - -			Chapelizod (Part of Phœ- nix Park) - - -		
Portavaud - - -			Conyngham Road - - -		
Skibbolecorragh - - -			Longmeadows - - -		
Toberpatrick - - -			St. James's (Part of Phœ- nix Park) - - -		
Ardabrone - - -			Clontarf, East - - -		
Carrowdurneen - - -			Clontarf, West - - -		
Carrowgilhooly - - -			Elm Park - - -		
Carrownsboll - - -			Furry Park - - -		
Carrowntree - - -			Greenlanes - - -		
Dunmoran - - -			Harmonstown - - -		
Ferrib, Big - - -			Heronstown - - -		
Ferrib, Little - - -			Killester Demesne - - -		
Leekfield - - -			Sybilhill - - -		
Masreagh - - -			The Island, or North Bull - - -		
Mullaroe - - -			Killester, North - - -		
Sheeanmore - - -			Killester, South - - -		
Goodry - - -			Beaumont - - -		
Skreen Beg - - -			Bonnybrook - - -		
Toberawnaun - - -			Brookville - - -		
DUBLIN, NORTH:			Coolock - - -		
Bay - - -			Darndale - - -		
Buzzardstown - - -			Fairfield - - -		
Damastown - - -			Kilmore, Big - - -		
Fallanstown - - -			Kilmore, Little - - -		
Hoddamendy - - -			Newbrook - - -		
Hollystown - - -			Newtown - - -		
Hollywood - - -			Oldtown - - -		
Hollywoodrath - - -			Priorswood - - -		
Huntstown - - -			Santry - - -		
Killamonan - - -			Shrubs - - -		
Kilmartin - - -			Tonlegee - - -		
Littlepace - - -			Willsborough - - -		
Macetown, Middle - - -			Baldoyle - - -		
Macetown, North - - -			Grange - - -		
Macetown, South - - -			Maynetown - - -		
Mooretown - - -			Stapolin - - -		
Parslickstown - - -			Balgriffin - - -		
Powerstown - - -			Balgriffin Park - - -		
Tyrrelstown - - -			Ballymacartle - - -		
Yellow-walls - - -			Belcamp - - -		
Ballycoolen - - -			Bohammer - - -		
Boghran - - -			Burgage - - -		
Grange - - -			Saintdoolaghs - - -		
Kruiserath - - -			Snugborough - - -		
Abbotstown - - -			Belcamp - - -		
Blanchardstown - - -			Clonshagh - - -		
Cappoge - - -			Artaine (Domville) - - -		
Corduff - - -			Artaine, East - - -		
Deanestown - - -			Oldtown - - -		
Dunsink - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.		
DUBLIN, NORTH— <i>cont^d.</i>			DUBLIN, SOUTH— <i>cont^d.</i>				
Maryville - - -	Dublin - - -	Howth.	Fortyacres - - -	Dublin - - -	Donnybrook.		
Mountolive - - -			Smotscourt - - -				
Raheny, North - - -			Baggotrath - - -				
Raheny, South - - -			Ballsbridge - - -				
Snug - - -			Beggarsbush - - -				
North Bull Islands - -			Clonskeah - - -				
			Donnybrook, East - -				
			Donnybrook, West - -				
			Irishtown - - -				
			Merriem - - -				
			Ringsend - - -				
			Sandymount - - -				
			Annefield - - -				
			Priesthouse - - -				
			Simmons court - - -				
			Clonskeah - - -				
			Sallymount - - -				
			South Lots - - -				
			Baggotrath, East - -				
			Baggotrath, North - -				
			Roebuck - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUBLIN, SOUTH—cont^d.			DUBLIN, SOUTH—cont^d.		
Perrystown - - -	Dublin - -	Rathfarnham.	Lugmore - - -	Dublin - -	Tallaght.
Roebuck - - -			Mountpelier - - -		
Stannaway - - -			Mountseskin - - -		
Tonguefield - - -			Oldbawn - - -		
Whitehall - - -			Oldcourt - - -		
Wilkinstown - - -			Piperstown - - -		
			Tallaght - - -		
Baggotrath, West - -	- ditto - -	Rathmines.	Templeogue - - -		
Cullenswood - - -			Tymon, North - - -		
Harold's Cross, East - -			Tymon, South - - -		
Harold's Cross, West - -			Whitehall - - -		
Milltown - - -			Whitestown - - -		
Portobello (part of) without Dublin Municipal Boundary - - -			Cruagh - - -	- ditto - -	Whitechurch.
Ranelagh, North (part of), without Dublin Municipal Borough - - -			Glendoo - - -		
Ranelagh, South - - -			Killakee - - -		
Rathmines, East - - -			Jamestown - - -		
Rathmines, South - - -			Newtown - - -		
Rathmines, West - - -			Orlagh - - -		
Cherry Orchard (part of) without Dublin Municipal Boundary - - -			Tibradden - - -		
Argos - - -			Woodtown - - -		
Harold's Cross (part of) without Dublin Municipal Boundary - - -			Ballyboden - - -		
Mountjerome - - -			Clarkstown - - -		
Rathland, East - - -	Dublin (City) -	South Dublin.	Edmondstown - - -	Louth - -	Ballymascanlan.
Rathland, West - - -			Harold's Grange - - -		
			Kilmashogue - - -		
			Stackstown - - -		
			Taylor's Grange - - -		
			Whitechurch - - -		
The portion of the Municipal Borough of Dublin, situated South of the River Liffey, which is not divided into Townlands	Dublin - -	Tallaght.	DUNDALK:		
Aghfarrell - - -			Aghaboys - - -		
Allagour - - -			Aghnaskeagh - - -		
Ballinascorney, Lower - -			Annies - - -		
Ballinascorney, Upper - -			Ballymascanlan - - -		
Ballycragh - - -			Broughattin - - -		
Ballycullen - - -			Claretrook - - -		
Ballymaice - - -			Culfore - - -		
Ballymana - - -			Drumnacarra - - -		
Ballymorefinn - - -			Drumnasillagh - - -		
Ballyroan - - -	Dublin - -	Tallaght.	Faughart, Lower - - -	- ditto - -	Barronstown.
Belgard - - -			Faughart, Upper - - -		
Belgard Deerpark - - -			Monascreebe - - -		
Bohernabreena - - -			Navan - - -		
Castlekelly - - -			Plaster - - -		
Cookstown - - -			Proleek - - -		
Corbally - - -			Proleek Acres - - -		
Corrageen - - -			Whitemill - - -		
Cunard - - -			Bellurgan - - -		
Friarstown, Lower - - -			Bellurgan - - -		
Friarstown, Upper - - -	Dublin - -	Tallaght.	Carracloghan - - -	- ditto - -	Barronstown.
Garranstown, or Kingswood - - -			Drumsinnot - - -		
Gibbons - - -			Edenagrena - - -		
Glassamucky - - -			Gorteen - - -		
Glassamucky Brakes - - -			Killaconner - - -		
Glassamucky Mountain - - -			Toprass - - -		
Glassavullaun - - -			Tattynaskeagh, or Thornfield - - -		
Gortlum - - -			Carrickastuck - - -		
Jobstown - - -			Deerpark - - -		
Killinardan - - -			Philipstown - - -		
Killininny - - -	Dublin - -	Tallaght.	Rathmore - - -	- ditto - -	Barronstown.
Kilnamanagh - - -			Ballinurd - - -		
Kiltalown - - -			Balrobin - - -		
Kiltipper - - -			Barronstown - - -		
Knocklyon - - -			Carrickalust - - -		
			Carrickrobin - - -		
			Cunnear - - -		
			Derryfalone - - -		
			Glebe - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNDALK—continued.			DUNDALK—continued.		
Glebe Bog - - -	Louth - - -	Barronstown.	Ballinclare - - -	Louth - - -	Castletown.
Lacknagreagh - - -			Ballinlough - - -		
Maghereagh - - -			Knockatavy - - -		
Milltown - - -			Knockattin - - -		
Milltown Bog - - -			Loughantarve - - -		
Plaster - - -			Millpark - - -		
			Rathiddy - - -		
			Stephenstown - - -		
Ardtullymore - - -	- ditto - - -	Carlingford.	Christianstown - - -	- ditto - - -	Darver.
Ballagan - - -			Cullienstown - - -		
Ballug - - -			Darver - - -		
Ballynamony (Bradshaw)			Dellin - - -		
Ballynamony (Murphy)			Newtowndarver - - -		
Ballytrasna - - -			Allardstown - - -		
Commons - - -			Killincoole - - -		
Grange, Irish - - -			Corderry - - -		
Grange, Old - - -			Kilbride - - -		
Greenore - - -			Kilcronev - - -		
Liberties of Carlingford			Rathcassan - - -		
Millgrange - - -					
Monksland - - -			Babeswood - - -		
Muchgrange - - -			Commons - - -		
Mucklagh - - -			Dromiskin - - -		
Mullabane - - -			Drumleck - - -		
Mullatee - - -			Milltown - - -	- ditto - - -	Dromiskin.
Petestown - - -			Milltown Grange - - -		
Templetown - - -			Milltown, Old - - -		
Whitestown - - -			Mooretown - - -		
Willville - - -			Newrath - - -		
			Walterstown - - -		
Annagh (Bolton's) - - -	- ditto - - -	Castleryng.	Whiterath - - -		
Annagh (M'Cann's) - - -					
Ash, Big - - -			Ardaghy - - -	- ditto - - -	Drumnullagh.
Ash, Little - - -			Ballinteskine - - -		
Ballinloughan - - -			Ballyonan - - -		
Carrickacreeagh - - -			Bavan - - -		
Carrickallan - - -			Cornamucklagh - - -		
Carrickleagh - - -			Corrakit - - -		
Carrickmullan - - -			Drumnullagh - - -		
Castleryng - - -			Knocknagoran - - -		
Chanonrock - - -			Lislea - - -		
Cortial - - -			Tullaghmeath - - -		
Crossabeagh - - -					
Drumcah - - -			Ballynahattin - - -		
Drumgonnelly - - -			Cambrickville - - -		
Halfate - - -			Carnbeg - - -		
Killycrouney - - -			Carnmore - - -		
Mullabohy - - -			Crumlin - - -	- ditto - - -	Dundalk.
Newtown - - -			Demesne - - -		
Palmerland - - -			Dowdallshill - - -		
Tullagee - - -			Fairhill - - -		
Drumcamill - - -			Glebe - - -		
			Lisdoo - - -		
Allardstown - - -	- ditto - - -	Castletown.	Lisnavully - - -		
Carnroe - - -			Marshes, Lower - - -		
Donaghmore - - -			Marshes, Upper - - -		
Dunbin, Big - - -			Marsh, North - - -		
Dunbin, Little - - -			Marsh, South - - -		
Kilcurly - - -			Moorland - - -		
Knockcor - - -			Mounthamilton - - -		
Fates and Carrans Park			Mullagharlin - - -		
Thomastown - - -			Point - - -		
			Priorland - - -		
Acarreagh - - -			Redcow - - -		
Balregan - - -			Sportmanshall - - -		
Castletown - - -			Townparks - - -		
Farrandreg - - -			Balriggan - - -		
Newtownbalregan - - -					
Stranacarry - - -					
Tankardsrock - - -					
Tateetra - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
DUNDALK—continued.			DUNDALK—continued.		
Carrickedmond - - -	Louth	Foughart.	Ballyregan - - -	Louth	Killanny
Dungooly - - -			Ballytrasna - - -		
Lurgankeel - - -			Carrickavallan - - -		
Raskeagh - - -			Corradoran - - -		
Ballinful - - -			Drumard - - -		
Drumbilla - - -			Essexford - - -		
Falmore - - -			Killanny - - -		
Rathduff - - -			Lannat - - -		
Roche - - -			Tullydrum - - -		
Kane - - -			Tullygowan - - -		
Killin - - -			Tullyraine - - -		
Knockagh - - -			Annaghminnan - - -		
Roche - - -			Drumgowna - - -		
Slieve - - -			Tully - - -		
Stumpa - - -	- ditto -	Haggardstown.	Annaghanmoney - - -	Louth	Killanny
Kilcurry - - -			Castletate - - -		
Haggardstown - - -			Corcreeghagh - - -		
Cavan - - -			Drumgur - - -		
Dunmahon - - -			Edenaguin - - -		
Haynestown - - -			Loughtate - - -		
Rathroal - - -			Muff - - -		
Cavan - - -			Newtown - - -		
Gibstown - - -			Oaktate - - -		
Newtownufane - - -			Ravanny - - -		
Rossmakay - - -			Redbog - - -		
Ballybarrack - - -			Rootate - - -		
Carnanbregagh - - -			Rosslough - - -		
Killally - - -			Sandfield - - -		
Littlemill - - -	Monaghan	Inishkeen.	Stonetown, Lower - - -	- ditto -	Louth.
Newtownbabe - - -			Stonetown, Upper - - -		
Rath - - -			Ardpatrick - - -		
Aghaglass - - -			Artoney - - -		
Ballakelly - - -			Bailyland - - -		
Ballintra - - -			Ballyoran - - -		
Ballyrush - - -			Carnalughoge - - -		
Candlefort - - -			Carrickadoon - - -		
Carrickykelly - - -			Commons - - -		
Comraghs - - -			Coolcreedan - - -		
Comagarvoe - - -			Coolrath - - -		
Dromore - - -			Drumgoolan - - -		
Drumass - - -			Emlagh - - -		
Drumboat - - -			Feraghs - - -		
Drumcah - - -			Grange - - -		
Drumirril - - -	Louth	Jenkinstown.	Hoarstone - - -	Armagh -	Lower Creg
Drummond - - -			Killeen - - -		
Drumnagrella - - -			Knockmore - - -		
Edenamo - - -			Lowrath, North - - -		
Inishkeen Glebe - - -			Lowrath, South - - -		
Keenoge - - -			Monavallet - - -		
Killyboley - - -			Mullacrew - - -		
Knocknagarnaman - - -			Mullavally - - -		
Knockreagh - - -			Newragh - - -		
Lacklom - - -			Newrath - - -		
Lannat - - -			Plunketsland - - -		
Magoney - - -			Priorstate - - -		
Miskishbeg - - -			Rathneety - - -		
Miskishmore - - -			Richard Taaffes Holding - - -		
Seeola - - -			Sheepwalk - - -		
Aghameen - - -	Louth	Jenkinstown.	Summerhill - - -	Armagh -	Lower Creg
Annaloughan - - -			Toomes - - -		
Ballygoly - - -			Tullycahan - - -		
Jenkinstown - - -			Whitecross - - -		
Killin - - -			Rathneety - - -		
Loughanmore - - -			Ballynaclosa - - -		
Moneyrockroe - - -			Carnally - - -		
Mullaghattin - - -			Coolderry - - -		
Piedmont - - -			Cornoonagh - - -		
Rampark - - -			Glasdrumman - - -		
Rockmarshall - - -			Legmoylin - - -		
Spellickanee - - -			Lurganellenboy - - -		
			Mounthill - - -		
			Tullydonnell (Gage) - - -		
			Tullydonnell (O'Callaghan) - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNDALK—continued.			DUNFANAGHY—continued.		
Ardtully Beg - - -			Brockagh - - -	All the Town- lands in this Union are in the County of Donegal.	
Ballaverty - - -			Carrownamaddy - - -		
Ballynamaghery - - -			Greenasmear - - -		
Benagh - - -			Glack - - -		
Castlecarragh - - -			Glassan - - -		
Castletowncooley - - -			Gortnaleck - - -		
Earls Quarter - - -			Kildarragh - - -		
Galtrim Island - - -			Kilnackilloo - - -		
Glenmore - - -			Skeagh - - -		
Lugbriscan - - -	Louth - - -	Rathcorr.			Greenasmear.
Maddoxgarden - - -			Ballyboe - - -		
Maddoxland - - -			Clonbeg Glebe - - -		
Mountbagnall - - -			Craig - - -		
Mullaghatten - - -			Creenary - - -		
Rath - - -			Creelough - - -		
Rathcor - - -			Drumleavalliagh - - -		
Rath, Lower - - -			Drumnacarry - - -		
Seecrin - - -			Drumnaraw - - -		
			Faymore - - -		
Ballymakellett - - -			Garvary - - -		
Carrickcarnan - - -			Garvary Mountain - - -		
Doolargy - - -			Grogagh - - -		
Drumad - - -			Magheraroarty - - -		
Edentober - - -	ditto - - -	Ravensdale.	Masiness - - -		
Feede - - -			Roosky - - -		
Ravensdale Park, or			Roscad - - -		
Anaverna - - -			Tirlin - - -		
			Derryharriff Glebe - - -		
Annaghvack - - -			Ballyboe - - -		
Cananavore - - -			Ballyboe Mountain - - -		
Clonaleenaghan - - -			Ballyconnell - - -		
Courtbane - - -			Carrowcanon - - -		
Killyclessy - - -			Derryreel - - -		
Rassan - - -			Devlin, or Barr of Bally- connell - - -		
Shanmullagh - - -			Drumnatinny - - -		
Sheelagh - - -			Drumnatinny Barr - - -		
Tawnamore - - -	ditto - - -	Upper Creggan.	Dunmore - - -		
Treagh - - -			Meencoolasheskin - - -		
Ballybinaby - - -			Moyra Glebe - - -		
Ducavan - - -			Ray - - -		
Edenakill - - -			Derryreel - - -		
Shortstone, East - - -			Ballintemple - - -		
Shortstone, West - - -			Ballyness - - -		
Tatebane - - -			Ballyness Mountain - - -		
Tatnadarra - - -			Bellina - - -		
			Clonbara - - -		
			Craigtown - - -		
			Falcarragh - - -		
			Glebe - - -		
			Killult - - -		
			Tullaghobegly Scotch - - -		
			Bunnatreesruhan - - -		
			Derrylahan - - -		
			Devlin - - -		
			Castledoe - - -		
			Derryfad - - -		
			Drumnakillew - - -		
			Magherabladd - - -		
			Ummerafad - - -		
			Red Island - - -		
			Cashel - - -		
			Drummeasan - - -		
			Killoughcarran - - -		
			Castlebane - - -		
			Claggan - - -		
			Clogheragh - - -		
			Corcreggan - - -		
			Corgannive Glebe - - -		
DUNFANAGHY:					
Aghalattive - - -	All the Town- lands in this Union are in the County of Donegal.				
Ards - - -					
Ballymore, Lower - - -					
Ballymore, Upper - - -					
Breagh - - -					
Cashelmore - - -					
Clonmass - - -					
Clonmore - - -					
Derryart - - -					
Doocashel Glebe - - -					
Dundrudian - - -					
Faugher - - -					
Knockduff - - -					
Knockenafaugher - - -					
Marblehill - - -					
Parkmore - - -					
Rinnaraw - - -					
Rinnasligo - - -					
Rockhill - - -					
Sandhill - - -					
Swillybrin - - -					</

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
<i>DUNFANAGHY—continued.</i>	All the Town- lands in this Union are in the County of Donegal.	Dunfanchy.	<i>DUNFANAGHY—continued.</i>	All the Town- lands in this Union are in the County of Donegal.	
Dunfanaghy - - -			Meenacung - - -		
Fawnmore - - -			Meenaduff - - -		
Figart - - -			Meenanillar - - -		
Greenhill - - -			Meencorwick - - -		
Kill - - -			Meenderrygamph - - -		
Lurgatreany - - -			Sheskinbeg - - -		
Lurgabrack - - -			Sleeghan - - -		
Magheramenagh - - -			Strakeenagh - - -		
Marfagh - - -			Stramackilmartin - - -		
Muntermellan - - -			Stranabroocey - - -		
Murroe - - -			Stranacorcragh - - -		
Pollaguill - - -			Tor - - -		Magheraclog- her.
Port - - -			Allagh Island - - -		
Rinclevan - - -			Bo Island - - -		
Roshin - - -			Glass Island - - -		
Casey Glebe - - -			Go Island - - -		
Erraroceybeg - - -			Gola Island - - -		
Erraroceymore - - -			Inishinny Island - - -		
			Loughlin Island - - -		
			Torglass Island - - -		
Bingorms - - -			Tormacolphagh Island - - -		
Claggan Mountain, North			Umfin Island - - -		
Drumalifferry Mountain					
Staghall Mountain, West			Brinlack - - -		
Warrentown Mountain,			Carrick - - -		
North - - -			Corveen - - -		
Altan - - -			Glashagh - - -		Meenac lady.
Beltany, Lower - - -			Knockfola - - -		
Beltany Mountain - - -			Meenac lady - - -		
Beltany, Upper - - -			Irishmeane Island - - -		
Calhame - - -			Inishsirr Island - - -		
Cashel - - -			Tory Island - - -		
Cashelnagor - - -					
Dunlewy, Far - - -					
Dunlewy, Near - - -					
Meenagoppoge - - -			<i>DUNGANNON:</i>	All the Town- lands in this Union are in the County of Tyrone.	
Moneybeg - - -			Aghnahoe - - -		
Money more - - -			Ballynahaye - - -		
Procklis - - -			Bockets - - -		
Sruhanreagh - - -			Cranlome - - -		
Tullaghobegly Irish - - -			Cullentra - - -		
			Dergenagh - - -		
			Drumfad - - -		
			Lurgacullion - - -		
Ardsbeg - - -			Mullysilly - - -		Aghnahoe.
Ards more - - -			Tullyvannon - - -		
Ards more Mountain - - -			Inishmagh - - -		
Ballynacraig - - -			Legaroo - - -		
Derryconor - - -			Tulnavern - - -		
Fawnaboy - - -			Millix - - -		
Glasserchoo - - -					
Gortahork - - -			Kilnaslee - - -		
Keeldrum, Lower - - -			Mullagh furtherland - - -		
Keeldrum, Upper - - -			Aghnaskea - - -		
Magheraroarty - - -			Altmore, <i>alias</i> Barrack- town - - -		
Magheraroarty Mountain			Camaghy - - -		
Meenlaragh - - -			Cappagh - - -		
Inishbeg Island - - -			Cornamaddy - - -		
Inishbofin Island - - -			Crannogue - - -		
Inishdooy Island - - -			Crosscavanagh - - -		
			Dernanaught - - -		
			Galbally - - -		
			Glenbeg - - -		
Ardnagappary - - -			Glenburrisk - - -		
Arduns - - -			Gortnagola - - -		
Attatantee - - -			Kilmore - - -		
Bunbeg - - -			Knocknaclogha - - -		
Crolly - - -			Lurgylea - - -		
Cronaguiggy - - -			Shanmaghry - - -		
Derrybeg - - -			Sessiadonaghy - - -		
Dore - - -					
Glentornan - - -					
Knockastoller - - -					
Lunniagh - - -					
Magheraclogher - - -					
Magheragallan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNGANNON-- <i>continued.</i>	All the Town- lands in this Union are in the County of Tyrone		DUNGANNON-- <i>continued.</i>	All the Town- lands in this Union are in the County of Tyrone.	
Annaghmore - - -			Mullybrannon - - -		
Bohard - - -			Stangmore (Knox) - - -		
Carrieklongfield - - -			Bernagh - - -		
Crilly - - -			Cavan - - -		
Cronghill - - -			Coash - - -		
Edenageeragh - - -			Culnagor - - -		
Glassdrummond - - -			Culnagrew - - -		
Glendavagh - - -			Dreemore - - -		Bernagh.
Glenkeen - - -		Ballymagran.	Drummuck - - -		
Knocknaroy - - -			Dungorman - - -		
Legane - - -			Lederg - - -		
Rehaghy - - -			Lisnahoy - - -		
Tullyblety - - -			Lowertown - - -		
Annaghbeg - - -			Tempanroe - - -		
Carnteel - - -					
Lisconduff - - -			Brossloy - - -		
Shanalurg - - -			Cadian - - -		
			Carrycastle - - -		
Annagh - - -			Clogherny - - -		
Ballymackilduff - - -			Crossteely - - -		
Benburb - - -			Derrylattinee - - -		
Boland - - -			Drain - - -		
Carrowbeg - - -			Drumnamoless - - -		
Carrowcolman - - -			Drumskinny - - -		Brantry.
Coolkill - - -			Gort - - -		
Crew - - -			Gortmerron - - -		
Crubinagh - - -			Knockarogan Glebe - - -		
Curran - - -			Knocknacloy - - -		
Derrycreevy - - -			Mullaghloughfield - - -		
Derryfubble - - -			Mullyear - - -		
Derrygoonan - - -			Shanmoy - - -		
Drumay - - -			Terryglassog - - -		
Drumflugh - - -			Tullygiven - - -		
Drumgose - - -					
Drumnastrade - - -			Annaghmakeown - - -		
Dunseark - - -			Aughlish - - -		
Finelly - - -		Benburb.	Ballyward - - -		
Garvaghy - - -			Cullenfad - - -		
Kilnagrew - - -			Cullenramer - - -		
Lisbancarney - - -			Derryalskea - - -		
Lisbanlemneigh - - -			Derryhoar - - -		
Lisduff - - -			Drumhirk - - -		
Lisgobban - - -			Drumnafern - - -		
Lisnacroy - - -			Drumreany - - -		
Mossmore - - -			Edenacrannon - - -		
Moyard - - -			Finulagh - - -		
Mullaghdaly - - -			Glasmullagh - - -		Castle Caul- field.
Mullycarnan - - -			Killyliss - - -		
Roan - - -			Killymaddy Evans - - -		
Sanaghanroe - - -			Killymoyle - - -		
Sessiamagaroll - - -			Lisgallon - - -		
Stiloga - - -			Lisnamonaghan - - -		
Syerla - - -			Mullaghbane - - -		
Terryscollop - - -			Reaskcor - - -		
Tullygoney - - -			Reaskmore - - -		
			Stakernagh - - -		
Coolhill - - -			Terrenew - - -		
Cornamucklagh - - -			Toomog - - -		
Drumharriff - - -			Tullyallen - - -		
Killylack Glebe - - -					
Killyneill - - -			Aghintoer - - -		
Kingarve - - -			Aghnagar - - -		
Lisnaclin - - -			Altaglashan - - -		
Lurgaboy - - -			Clonavaddy - - -		
Mullaghadun - - -		Bernagh.	Dernaseer - - -		
Altnavannog - - -			Dristernan and Dredolt - - -		
Coolcush - - -			Gorey - - -		Clonavaddy.
Derrycreevy (Knox) - - -			Gortlenaghan and Derry- keel - - -		
Donnydeade - - -			Killylevin - - -		
Lisdermot - - -			Moghan - - -		
Lismulrevy - - -			Reclain - - -		
Moygashel - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
DUNGANNON—continued.	All the Town- lands in this Union are in the County of Tyrone.	Clonaneese.	DUNGANNON—continued.	All the Town- lands in this Union are in the County of Tyrone.		
Castletown - - -			Feroy - - -			
Cranslough - - -			Foygh - - -			
Dernaborey - - -			Garvagh - - -			
Edentiloan - - -			Gortnaglush - - -			
Knocknarney - - -			Killygavanagh - - -			
Leany - - -			Killyharry Glebe - - -			
Mullaghnese - - -			Lisboy - - -			
Reskatirriff - - -			Lisnagowan - - -			
Aghaginduff - - -			Mullaghconor Glebe - - -			
Cabragh - - -			Mullaghcreevy - - -			
Clontyclevin - - -			Mullaghmore - - -			
Clontyfallow - - -			Mullaghmore Glebe - - -			
Coolhill - - -			Mullaghroddan - - -			
Ennish - - -	Mullycrunnet - - -					
Eskragh - - -	Mullygruen - - -					
Farritter - - -			Reloagh - - -		Donaghmore.	
Fasglashagh - - -			Tullydraw - - -			
Killeeshil - - -			Tullyleek - - -			
Lisfearty - - -			Tullynure - - -			
Mullyroddan - - -			Congo - - -			
Mulnahunch - - -			Creevagh, Upper - - -			
Ballymacall - - -			Derraghadoan - - -			
Claggan - - -			Killybrackey - - -			
Coolmaghry - - -			Ranaghan - - -			
Corkhill - - -	Rossbeg - - -					
Creeve - - -	Rossmore - - -					
Crossdernot - - -			Tullycullion - - -			
Curlonan - - -			Tullygun - - -			
Drumconor - - -			Tullyodonnell - - -			
Drummond - - -			Annaghibeg - - -			
Dungororan - - -			Ballynakilly - - -			
Gortavoy - - -			Bogbane - - -			
Gortindarragh - - -			Bovean - - -			
Kerrib - - -			Cohannan - - -			
Kilmakardle - - -			Corr - - -			
Lisnagleer - - -	Corrainy - - -					
Mulnagore - - -	Derrygally - - -					
Skea - - -			Derrygally Demesne - - -			
Thornhill Glebe - - -			Derrymeen - - -			
Tulnagall - - -			Drumard Cross - - -			
Tullyaran - - -	Drumard Glebe - - -					
Cottagequinn - - -	Drumaspil - - -					
Derryveen - - -			Drumerow - - -		Drumaspil.	
Eskragh - - -			Drumenagh - - -			
Glenadush - - -			Drumhorrik - - -			
Killymaddy (Knox) - - -			Drumkee - - -			
Killyquinn - - -			Gortrea - - -			
Mullaghadrolly - - -			Gortshalgan - - -			
Cormullagh - - -			Keenaghan - - -			
Derrygortrevy - - -			Kinego - - -			
Drumgormal - - -			Laghey - - -			
Drumnashaloge - - -			Moyroe - - -			
Dunamony - - -			Mallaghteige - - -			
Killybracken - - -	Tamlaghtmore - - -					
Kilnacart - - -	Tartlaghan - - -					
Legilly - - -			True - - -			
Lissan - - -			Ballynorthland Demesne - - -			
Mulboy - - -			Drumcoo - - -			
Tyhan - - -	Gortmerron - - -					
Agharan - - -	Killymeal - - -					
Aghareany - - -			Ballysaggart - - -		Dungannon.	
Annaghibeg - - -			Lisnabull - - -			
Annaglinny - - -			Mullaghanagh - - -			
Ballybray - - -			Annagher - - -			
Clananeese Glebe - - -			Annaghmore - - -			
Creevagh, Lower - - -			Annaghnaoe - - -		Meenagh.	
Donaghmore - - -			Aughagalla - - -			
Drumbearn - - -			Aughagranna - - -			
			Cloghog - - -			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNGANNON—continued.	All the Town-lands in this Union are in the County of Tyrone.		DUNGANNON—continued.	All the Town-lands in this Union are in the County of Tyrone.	
Bernagh - - -	- - -		Aghakinsillagh Glebe - - -	- - -	
Drummurrer - - -	- - -		Ballymenagh - - -	- - -	
Glebe Farm - - -	- - -		Blacktown - - -	- - -	
Killary Glebe - - -	- - -		Bloomhill Demesne - - -	- - -	
Lisaclore - - -	- - -		Greenagh - - -	- - -	
Lisnestrane - - -	- - -		Cullion - - -	- - -	
Magheramulkenny - - -	- - -	Meenagh.	Curran - - -	- - -	
Meenagh - - -	- - -		Derry - - -	- - -	
Mensetown - - -	- - -		Derrywinnin Glebe - - -	- - -	
Shanliss, Lower - - -	- - -		Doras - - -	- - -	
Shanliss, Upper - - -	- - -		Drumard - - -	- - -	
Tumpher - - -	- - -		Drumey - - -	- - -	
Mullaghmoyle - - -	- - -		Drumreagh Extra - - -	- - -	
			Drumreagh Otra - - -	- - -	
			Edendork - - -	- - -	Tullyniskan.
Annahsallagh - - -	- - -		Farlough - - -	- - -	
Ballyvaddy - - -	- - -		Glencon - - -	- - -	
Creevelough - - -	- - -		Gortgonis - - -	- - -	
Cumber - - -	- - -		Gortin - - -	- - -	
Derrylappen - - -	- - -		Gortnaskea - - -	- - -	
Kilmore - - -	- - -		Mineveigh - - -	- - -	
Kilsannagh - - -	- - -	Minterburn.	Mullaghmarget - - -	- - -	
Killynaul - - -	- - -		Quintinmanus - - -	- - -	
Lismulladown - - -	- - -		Sessia - - -	- - -	
Mullintor - - -	- - -		Stughan - - -	- - -	
Mullycarnan - - -	- - -		Whitetown - - -	- - -	
Mullyneill - - -	- - -		Woodhill - - -	- - -	
Tannagh - - -	- - -		Brackaville - - -	- - -	
			Roughan - - -	- - -	
Aughamullan - - -	- - -		DUNGARVAN:	All the Town-lands in this Union are in the County of Waterford.	
Aughrimderg - - -	- - -		Boherboy - - -	- - -	
Ballybeg - - -	- - -		Carrigeen - - -	- - -	
Ballygittle - - -	- - -		Coolroe - - -	- - -	
Clintycracken - - -	- - -	Mountjoy.	Drumslig - - -	- - -	
Coole - - -	- - -		Garrynagree - - -	- - -	
Derryloughan - - -	- - -		Grallagh - - -	- - -	
Derrytresk - - -	- - -		Knocknahoola - - -	- - -	
Gortnaglogh - - -	- - -		Monameean - - -	- - -	
Killeen - - -	- - -		Monamraher - - -	- - -	
Lenadremnagh - - -	- - -		Monanea - - -	- - -	
Magheralamfield - - -	- - -		Moyng, Little - - -	- - -	Ardmore.
			Mweeling - - -	- - -	
			Pulla - - -	- - -	
Anagasna Glebe - - -	- - -		Reananagh, East - - -	- - -	
Broughadowey - - -	- - -		Reanaclogheen - - -	- - -	
Clonbeg - - -	- - -		Reanagullee - - -	- - -	
Clonmore - - -	- - -		Reanaskeha - - -	- - -	
Clonteery - - -	- - -		Reanavidodge - - -	- - -	
Culkeeran - - -	- - -		Rusheens - - -	- - -	
Culrevog - - -	- - -		Scordaun - - -	- - -	
			Scrachans - - -	- - -	
Derryoghill - - -	- - -				
Drumanney - - -	- - -		Ahaun - - -	- - -	
Drumcart - - -	- - -		Ballinroad - - -	- - -	
Drunderg - - -	- - -		Ballintlea, North - - -	- - -	
Drumgold - - -	- - -		Ballintlea, South - - -	- - -	
Drummond - - -	- - -		Ballycurreen, North - - -	- - -	
Drumgrannon - - -	- - -	Moy.	Ballycurreen, South - - -	- - -	
Drumlee - - -	- - -		Ballykilmurry - - -	- - -	
Gorestown - - -	- - -		Ballymacart, Lower - - -	- - -	
Grange - - -	- - -		Ballymacart, Upper - - -	- - -	
Lisroan - - -	- - -		Ballynaharda - - -	- - -	Ballymacart.
Listamlet - - -	- - -		Ballynamona, Lower - - -	- - -	
Moy - - -	- - -		Ballynamona, Upper - - -	- - -	
Mullaghboy - - -	- - -		Ballytrisane - - -	- - -	
Mullaghmossoy Glebe - - -	- - -		Crobally, Lower - - -	- - -	
Seyloran - - -	- - -		Crobally, Upper - - -	- - -	
Stangmore Magee - - -	- - -		Farranalouny - - -	- - -	
Tobermesson Glebe - - -	- - -		Gates - - -	- - -	
Tullydowey - - -	- - -		Gowlaun - - -	- - -	
Tullylearn - - -	- - -		Gowlaun Mountain - - -	- - -	
Turleenan - - -	- - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>DUNGARVAN—continued.</i>	All the Town- lands in this Union are in the County of Waterford.		<i>DUNGARVAN—continued.</i>	All the Town- lands in this Union are in the County of Waterford.	
Hacketstown - - -	-	Ballymacart.	Acres - - - -	-	
Kilcolman - - -	-		Ballaghavorrage - - -	-	
Knocknagappul - - -	-		Ballinroad - - - -	-	
Knockanroe - - -	-		Ballintoor - - - -	-	
Loskeran - - - -	-		Ballnacourty - - - -	-	
Moanfoun - - - -	-		Ballynalahessery, North	-	
Monagoush - - - -	-		Ballynalahessery, South	-	
Rathlead - - - -	-		Ballynaskehabege - - -	-	
			Ballynaskehamore - - -	-	
Balleighteragh, East -	-		Ballyrandle - - - -	-	
Balleighteragh, West -	-		Cloncoskoran - - - -	-	
Bohadoo Mountain - -	-		Clonea, Lower - - - -	-	
Bohadoo, North - - -	-		Clonea, Middle - - - -	-	
Bohadoo, South - - -	-		Clonea, Upper - - - -	-	
Carrowcashlane - - -	-		Currane - - - -	-	
Coolnasmear, Lower -	-		Cushcam - - - -	-	
Coolnasmear Mountain -	-	Bohadoo.	Deelish - - - -	-	
Coolnasmear, Upper -	-		Deelish Mountain - - -	-	
			Dansullagh - - - -	-	
Kilnafrehan, East - -	-		Garranbann - - - -	-	
Kilnafrehan Mountain -	-		Garrynageragh, East -	-	Clonea.
Kilnafrehan, Middle -	-		Garrynageragh, West -	-	
Kilnafrehan, West - -	-		Glen - - - -	-	
Knockannagloon - - -	-		Kilbeg - - - -	-	
Knocknamaulee - - -	-		Kilgrooan - - - -	-	
Knockroe - - - -	-		Killineen, East - - -	-	
			Killineen, West - - -	-	
Ballylemon - - - -	-		Killminnin, North - -	-	
Ballylemon, Lower - -	-		Killminnin, South - -	-	
Ballylemon, Upper - -	-		Knockahavaun - - - -	-	
Ballylemon Wood - - -	-		Knocknagranagh - - -	-	
Ballynacourty - - - -	-		Knocknasalla - - - -	-	
Ballynahemery - - - -	-		Knockyoolahan, East -	-	
Ballynamindra, Lower -	-		Knockyoolahan, West -	-	
Ballynamindra, Middle -	-				
Ballynamindra, Upper -	-		Monarud - - - -	-	
Cappagh - - - -	-	Cappagh.	Monarud Mountain - -	-	
Coolnanav - - - -	-		Lisheenona - - - -	-	
Garraunfadha - - - -	-		Loughaniska - - - -	-	
Glenavaddra - - - -	-		Scart - - - -	-	
			Scartore - - - -	-	
Kilcannon (Hely) - - -	-		Tallacoolbeg - - - -	-	
Kilcannon (Osborne) -	-		Tallacoolmore - - - -	-	
Killeeshal - - - -	-				
Knockacullen - - - -	-		Ballyconnery, Lower -	-	
Knockaun - - - -	-		Ballyconnery, Upper -	-	
Knockmaon - - - -	-		Ballyknock, Lower - -	-	
Knocknacrooha, Lower -	-		Ballyknock, Upper - -	-	
Knocknacrooha, Upper -	-		Ballymacmague, East -	-	
			Ballymacmague, North -	-	
Ballintaylor, Lower - -	-		Ballymacmague, South -	-	
Ballintaylor, Upper - -	-		Ballymacmague, West -	-	
Ballycullanebeg - - -	-		Ballyneety - - - -	-	
Ballycullanemore - - -	-				
Ballyduff - - - -	-		Colliganbeg - - - -	-	
Ballyduffbeg - - - -	-		Colliganmore - - - -	-	
Ballyduffmore - - - -	-		Colligan Mountain - -	-	
Ballyguiry - - - -	-		Colligan Wood - - - -	-	
Ballyguiry, East - - -	-		Commons - - - -	-	Colligan.
Ballyguiry, West - - -	-		Curabaha - - - -	-	
Barranasatook, Lower -	-		Curraghnamaddree - -	-	
Barranasatook, Upper -	-	Carriglea.			
			Garrycloyne - - - -	-	
Carriglea - - - -	-		Garryduff - - - -	-	
Carrigroe - - - -	-		Gliddanebeg - - - -	-	
Coolatoor - - - -	-		Gliddanemore - - - -	-	
Coolcormuck - - - -	-		Greenane - - - -	-	
Kilmurry - - - -	-		Inchindrisla - - - -	-	
Kilnafarna, Lower - -	-		Inchindrislawood - -	-	
Kilnafarna, Upper - -	-				
Lauragh - - - -	-		Kealroe - - - -	-	
Mountodell - - - -	-		Kilgobnet - - - -	-	
Parkeenagarra - - - -	-		Killadangan - - - -	-	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNGARVAN—continued.	All the Town- lands in this Union are in the County of Waterford.		DUNGARVAN—continued.	All the Town- lands in this Union are in the County of Waterford.	
Ballynakill - - -			Duckspool - - -		
Barracree - - -			Dungarvan - - -		
Barracree Mountain, Lower - - -			Fairlane - - -		
Barracree Mountain, Upper - - -			Fairlane - - -		
Coumaraglin Mountain -		Coumaraglin.	Gallowshill - - -		
Kilbryan, Lower - - -			Gallowshill - - -		
Kilbryan, Upper - - -			Glebe - - -		
Lackandarra - - -			Glenbeg - - -		
Lackandarra, Lower -			Glenmore - - -		
Lackandarra, Upper -			Gorteen - - -		
Leartnadriny - - -			Joulter's Park - - -		
Leartnadriny Mountain -			Killongford - - -		
Aglish - - -			Killosseragh - - -		
Ballingowan, East - -			Kilrush (Marquis) - -		
Ballingowan, West - -			Kilrush (Power) - - -		
Ballynacourty - - -			Knockateemore - - -		
Bleach - - -			Knockboy - - -		
Camphire Island - - -			Knockbrack - - -		
Coolahest - - -			Lacken - - -		
Curraghmoreen - - -		Dromana.	Lackenfune - - -		
Curraghroche - - -			Lisfennel - - -		
Dromana - - -			Lisfennel - - -		
Dromana - - -			Loughanunna - - -		
Monyvroe - - -			Loughmore - - -		
Villierstown - - -			Luskanargid - - -		
One small Island - - -			Mapestown - - -		
			Middlequarter - - -		
Ballycullane - - -			Monang - - -		
Curradarra - - -			Monkeal - - -		
Curraheen - - -			Monroe Glebe - - -		Dungarvan.
Dromore - - -			Newtown - - -		
Glenassy or Cooneen -			Parkatluggera - - -		
Graigie - - -		Dromore.	Parkeenaflogh - - -		
Lackensillagh - - -			Parkeenalougha - - -		
Monagally, East - - -			Parklane - - -		
Monagally, West - - -			Parknagappul - - -		
Shanakill - - -			Ringerehy - - -		
Tinnascart - - -			Ringaphuca - - -		
			Ringnasilloge - - -		
Abbeyside - - -			Shanakill - - -		
Ballinure - - -			Shandon - - -		
Ballycoe - - -			Shandon Island - - -		
Ballygagin (Crawford) -			Skebocrine (Humble) - -		
Ballygagin (Garde) - -			Skebocrine (Marquis) - -		
Ballynamuck, East - -			Skehanard (Barron) - -		
Ballynamuck, Middle -			Skehanard (Humble) - -		
Ballynamuck, West - -			Sligannagh - - -		
Barranalira - - -			Spring (Duke) - - -		
Bawnabraher - - -			Spring (Marquis) - - -		
Bawnacarrigawn - - -			Spring Mount - - -		
Bawnahila - - -			Stuccolane - - -		
Bawnatanavoher - - -			Terrysstang - - -		
Boherard - - -			Tournore - - -		
Borheen - - -		Dungarvan.	Twomilebridge - - -		
Burgery - - -			Windgap - - -		
			Two small Islands - - -		
Carrowncashlane - - -			Ballygambon, Upper - -		
Clashmalea - - -			Ballymulalla, East - -		
Clogherane - - -			Ballymulalla, West - -		
Cloghnanagh - - -			Ballynaparka - - -		
Cloneety - - -			Ballynaparka - - -		
Clonmore - - -			Ballynicole - - -		
Coolnagour - - -			Clogh - - -		
Croughtanaul (Stuart) -			Cloghbog - - -		Keereen.
Croughtanaul (Marquis)			Keereen, Lower - - -		
Crussera - - -			Keereen, Upper - - -		
Curraheenaris - - -			Killatoor - - -		
Curraheen Commons - -			Kilmagibboge - - -		
			Knocknamona - - -		
			Woodhouse, or Tinakilly		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNGARVAN— <i>continued.</i>	All the Town- lands in this Union are in the County of Waterford.		DUNGARVAN— <i>continued.</i>	All the Town- lands in this Union are in the County of Waterford.	
Carrickbrack - - -			Killinoorin - - -		
Counnagappul - - -			Knockanpower, Lower - - -		
Kilkeany - - -			Knockanpower, Upper - - -		
Kilkeany Mountain - - -			Knocknafreeny - - -		
Knockaunbrandaun - - -			Lagnagoushee - - -		
Knockavannia - - -			Leagh - - -		
Knockavannia Mountain - - -	- - -	Knockaunbran- daun.	Moanbrack - - -		
Lyre, East - - -			Moat - - -		
Lyre Mountain - - -			Mweelahorna - - -		
Lyre, West - - -			Mweelahorna - - -		Ringville.
Shanballyanne - - -			Rathnameneenagh - - -		
Tooreen, East - - -			Rathnameneenagh - - -		
Tooreen Mountain - - -			Reamanagh - - -		
Tooreen, West - - -			Readoty - - -		
			Shanacloon - - -		
Ballykerin, Lower - - -			Shanakill - - -		
Ballykerin, Middle - - -			Shanbally - - -		
Ballykerin, Upper - - -					
Carrigaun (Mansfield) - - -			Ballynagleragh - - -		
Carrowgarraff - - -			Bleantasour - - -		
Carrowgarraff beg - - -			Bleantasour Mountain - - -		
Carrowgarraffmore - - -			Boolavonteen - - -		
Castlequarter - - -			Cahernaleague - - -		
Eaglehill - - -			Clooncogaile - - -		
Glen, Lower - - -			Glennaneane - - -		Seskinan.
Glen, Upper - - -			Glennaneane Mountain - - -		
Killeagh - - -	- - -	Modelligo.	Kilcooney - - -		
Knockacaharna - - -			Knockboy - - -		
Knockanpower, Lower - - -			Langanoran - - -		
Knockanpower, Upper - - -			Reanadampaun Commons - - -		
Knockaunnaglokee - - -			Tooraneeva - - -		
Lisroe - - -					
Mountain Castle, North - - -			Ballygambon, Lower - - -		
Mountain Castle, South - - -			Ballykennedy - - -		
Sleady Castle - - -			Ballynameelagh - - -		
Tinalira - - -			Bridgequarter - - -		
Vicarstown, North - - -			Canty - - -		
Vicarstown, South - - -			Clonkerdin - - -		
Woodhouse - - -			Cool - - -		
			Farranbullen - - -		Whitechurch.
Carronahyla - - -			Kilgreany - - -		
Clashbrack - - -			Kilmolash - - -		
Knocknaglogh, Lower - - -			Knocknaskagh, Lower - - -		
Knocknaglogh, Upper - - -			Knocknaskagh, Upper - - -		
Lackenagreany - - -			Ross - - -		
Lisgriffin - - -			Scart - - -		
Lyre - - -	- - -	Mountstuart.	Whitechurch - - -		
Monacullee - - -			Woodstock - - -		
Monageela - - -					
Monalummery - - -					
Mountstuart - - -					
Reamanagh, West - - -					
Toor, North - - -					
			DUNMANWAY:	All the Town- lands in this Union are in the County of Cork.	
Ballyharrahan - - -			Ahakeera - - -		
Ballynacourty, North - - -			Ardeahan - - -		
Ballynacourty, South - - -			Aultagh - - -		
Ballynagaulbeg - - -			Aultaghreagh - - -		
Ballynagaulmore - - -			Behagullane - - -		
Ballyreilly - - -			Curradrinagh - - -		
Barranaleaha - - -			Glan - - -		Aultagh.
Barranastock - - -			Gortroe - - -		
			Kilmalooda - - -		
Carrigeen - - -	- - -	Ringville.	Kilnadur - - -		
Cunnigar - - -			Lisheenleigh - - -		
Faha - - -			Shanagh - - -		
			Shanlaragh - - -		
Glenaleeriska - - -					
Gorteen - - -			Ballingurteen - - -		
Gortnadia, Lower - - -			Cloonkirgeen - - -		
Gortnadia, Upper - - -			Coolnaconarty - - -		
Helvick - - -			Coolnaconarty - - -		Ballingurteen
			Derreen - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DUNMANWAY—continued.	All the Town- lands in this Union are in the County of Cork.		DUNMANWAY—continued.	All the Town- lands in this Union are in the County of Cork.	
Edencurra - - -			Gortaknockane - - -		
Farlehanes - - -			Gortatanavally - - -		
Farlehanes - - -			Gorteenadrolane - - -		
Glan - - -			Gortnacarriga - - -		
Gortnadihy - - -			Gortnalour - - -		
Inchafune - - -			Gortnarea - - -		
Kildee - - -		Ballingurteen.	Gortaneadin - - -		
Knockane - - -			Inchigrady - - -		
Knockawaddra - - -			Lagneeve - - -		
Lisnabrinny - - -			Monavaddra - - -		
Maulcorragh - - -			Scrahan - - -		
Milleennagun - - -			Teeranassig - - -		
Pullyglass - - -					
Ardea - - -			Baulbrack - - -		
Ballynacarriga - - -			Carrigboy - - -		
Bundrimeen - - -			Carrigdangan - - -		
Bunanumera - - -			Clashbredane - - -		
Carrigeen - - -			Clonmoylne - - -		
Curragh - - -			Cusduff - - -		
Curragherowly, East - - -			Commons - - -		
Curragherowly, West - - -			Coolaclevane - - -		
Derrigra - - -			Dromleigh - - -		
Derrigra, West - - -			Haremount - - -		
Garranure - - -		Ballymoney.	Johnstowna - - -		
Grillagh - - -			Knockanereagh - - -		
Kilcaskan - - -			Mamucky - - -		
Kilvinane - - -			Shanacashel - - -		
Kilvurra - - -			Shanacashel (Kneeves) - - -		
Knockaneady - - -			Slieveowen - - -		
Phale, Lower - - -					
Phale, Upper - - -			Ardkilleen - - -		
Shanaway, East - - -			Ballaghanure - - -		
Shanaway, Middle - - -			Cappeen, East - - -		
Shanaway, West - - -			Castletown - - -		
Bargariff - - -			Clonmara - - -		
Carrignamuck - - -			Coolabawn - - -		
Cloghboola - - -			Garland - - -		
Coomroe - - -			Gurteenroe - - -		
Cornerly - - -			Lackanashinnagh - - -		
Derreenaenasha - - -			Moneygaff, East - - -		
Derreendonee - - -			Moneygaff, West - - -		
Derreenglass - - -			Moneynacroha - - -		
Derrynagree - - -			Paddock - - -		
Derryriordane, North - - -			Shanaclogh - - -		
Derryriordane, South - - -			Sleenogue - - -		
Derryvacorneen - - -					
Dooneens - - -			Clogher - - -		
Garrynapeaka - - -		Bealanagarry.	Coolcaum - - -		
Garryantornora - - -			Coolmountain - - -		
Ilmaunina, East - - -			Cooranig - - -		
Ilmaunina, West - - -			Crushterra - - -		
Inchibeg - - -			Dromlough - - -		
Inchimore - - -			Dromdeegy - - -		
Inchideraille - - -			Farrannahineeny - - -		
Inchinossig - - -			Gortanure - - -		
Kilvaughbeg - - -			Gortnahoughtee - - -		
Kilvaughmore - - -			Gurteen - - -		
Tooreenalour - - -			Inchincurka - - -		
Tooreenduff - - -			Keeldraheen - - -		
Tooreennameen - - -			Knockariblikane - - -		
			Lackabane - - -		
			Moneylea - - -		
			Moneyreague - - -		
			Neaskin - - -		
			Togher - - -		
			Tullagh - - -		
Cappanclare - - -					
Carrignacurra - - -			Currabwee - - -		
Coolroe, East - - -			Drinagh, East - - -		
Coolroe, West - - -			Drinagh, West - - -		
Coorugreenane - - -			Kippagh - - -		
Coorolagh - - -		Bealock.	Lettergorman - - -		
Coornahilly - - -			Lisbealade, East - - -		
Curraheen - - -			Lisbealade, West - - -		
Derrygortnacloghy - - -					
Derryleigh - - -					
Dromnagapple - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>DUNMANWAY—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>DUNMANWAY—continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Ballyhalwick - - -			Gortnamucklagh - - -		
Brookpark - - -	- - - - -	Dunmanway.	Gurteenasowna - - -	- - - - -	Manch.
Cappadoneen - - -			Knockaghduff - - -		
Cloontiquirk - - -			Knockduff - - -		
Coolsnaghtig - - -			Manch, East - - -		
Coom - - -			Manch, Middle - - -		
Coorycullane - - -			Manch, West - - -		
Darkwood - - -			Moreagh - - -		
Demesne - - -			Nedinagh, East - - -		
Derreens - - -			Nedinagh, West - - -		
Derrylahan - - -			Toom - - -		
Derrynasafagh - - -			Clashnacroona, East - - -	- - - - -	Milane.
Dromleena - - -			Clashnacroona, West - - -		
Dunmanway, North - - -			Cloonties, East - - -		
Dunmanway, South - - -			Cloonties, West - - -		
Garrybaun - - -			Derryduff - - -		
Inchanadreen - - -			Garranes - - -		
Inchireagh - - -			Inch, East - - -		
Kilbarry - - -			Inch, West - - -		
Kilronane, East - - -			Maulalimrish - - -		
Kilronane, West - - -			Millane - - -		
Knockeenboy - - -			Pookeen - - -		
Mallabracka - - -			Sillahertane - - -		
Maugh - - -			Ardaneneen - - -	- - - - -	Teerelton.
Maulashangarry - - -			Ballina - - -		
Milleenanannig - - -			Barnadivane - - -		
Mohona - - -			Barnadivane, Kneeves - - -		
Shean - - -			Coldaniel - - -		
Shiplough - - -			Cooldorragha - - -		
Tonafora - - -			Deshure - - -		
Underhill - - -			Dromkeen - - -		
Annees - - -	- - - - -	Garrown.	Gortacurrig - - -		
Carrigskullihy - - -			Knockane - - -		
Coolkellure - - -			Lisnacuddy - - -		
Cullenagh - - -			Moneycusker - - -		
Derragh - - -			Mountmusic - - -		
Derrynacaheragh - - -			Reanacaheragh - - -		
Dromdrasdil - - -			Rossnakilla - - -		
Farnanes - - -			Teerelton - - -		
Goulacullin - - -					
Keenrath - - -					
Shanacrane, East - - -	- - - - -	Kinneigh.	<i>DUNSHAUGHLIN:</i>	Meath - - -	Culmullin.
Shanacrane, West - - -			Ballymaglassan - - -		
Shehybeg - - -			Blackhall, Big - - -		
Shehymore - - -			Blackhall, Little - - -		
Tooreen - - -			Brownrath - - -		
Aghalinane - - -			Brownstown - - -		
Anaharlick - - -			Cookstown - - -		
Ballyvelone, East - - -			Growtown - - -		
Ballyvelone, West - - -			Harlockstown - - -		
Buckree - - -			Lynaghstown - - -		
Caher - - -	- - - - -	Manch.	Polleban - - -		
Cappeen, West - - -			Roanstown - - -		
Clash - - -			Staffordstown - - -		
Clonareague - - -			Staffordstown, Little - - -		
Connagh - - -			Waynestown - - -		
Dromfeagh - - -			Culcommon - - -		
Dromidiclogh - - -			Baltrasna - - -		
Dromidiclogh, West - - -			Ballynare - - -		
Gortaleen - - -			Barstown - - -		
Kinneigh - - -			Bogganstown - - -		
Lissacroneen - - -	- - - - -		Cullendragh - - -		
Lissicorrane - - -			Culmullin - - -		
Mallow - - -			Cultromer - - -		
Teenagh - - -			Curraghtown - - -		
Acres - - -			Gaulstown - - -		
Balteenbrack - - -			Hayestown - - -		
Behagh - - -			Warrenstown - - -		
Cooleenagow - - -			Woodcockstown - - -		
Dromerk - - -			Woodtown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SHAUGHLIN— <i>continued.</i>			DUNSHAUGHLIN— <i>continued.</i>		
Allintry - - -			Portmanna - - -		
Ballymacarney - - -			Quarryland - - -		
Baytown - - -			Rathleek - - -		
Belgree - - -			Rowan - - -		
Bolles - - -			Rusk - - -		
Bourt - - -			Salestown - - -		
Cardistown - - -			Sarney - - -		
Chishtown - - -			Stokestown - - -	Meath - - -	Dunboyne.
Clabetstown - - -			Vesingstown - - -		
Cuttstown - - -			Walterstown - - -		
Criest Town - - -			Warrenstown - - -		
Dallaghaweary - - -			Whitesland - - -		
Deenoge - - -			Woodpark - - -		
Dasspool - - -	Meath - - -	Donaghmore.	Affollus - - -		
Dewtown Commons - - -			Butlerstown - - -		
Dhath - - -			Timlins - - -		
Docherstown - - -					
Dullstown - - -			Ballinlough - - -		
Donaghmore - - -			Ballymurphy - - -		
Dunreagh - - -			Bonestown - - -		
Deenstown, Great - - -			Clonross - - -		
Deenstown, Little - - -			Cooksland - - -		
Dohnstown - - -			Derrockstown - - -		
Dilltown - - -			Dunshaughlin - - -		
Duckerstown - - -			Gaulstown - - -		
Dobertstown - - -			Grangend - - -		
Dotton - - -			Grangend Common - - -		
Dilleland - - -			Johnstown - - -		
			Knocks - - -		
Belgree - - -	Dublin - - -		Leshemistown - - -		
Bourt - - -			Merrywell - - -		
			Pelletstown - - -		
Ballymacoll - - -			Rath Hill - - -		
Ballymacoll, Little - - -			Readsland - - -		
Ballymagillin - - -			Redbog - - -		
Baytownpark - - -			Roestown - - -		
Beggstown - - -			Thomastown - - -	- ditto - - -	Dunshaughlin.
Bennettstown - - -			Belshamstown - - -		
Bogganstown - - -			Creemore - - -		
Bracetown - - -			Glebe - - -		
Dalliaghwee - - -			Lismahon - - -		
Dappaghgreen - - -			Moyleggan - - -		
Castlefarm - - -			Parsonstown - - -		
Caulstown - - -			Portan - - -		
Clonee - - -			Rathregan - - -		
Colliersland, North - - -			Ribstown - - -		
Colliersland, South - - -			Woodland - - -		
Cornelstown - - -			Ennistown - - -		
Craddockstown - - -			Gormanstown - - -		
Cushinstown - - -			Growtown - - -		
Dunboyne - - -			Killester - - -		
Ellickstown - - -			Mill Land - - -		
Folistown - - -			Porterstown - - -		
Grange - - -	Meath - - -	Dunboyne.	Powderlough - - -		
Gunnocks - - -			Rathbeggan - - -		
Hamwood - - -			Raynestown - - -		
Herbertstown - - -			Warrenstown - - -		
Hilltown - - -			Wilkinstown - - -		
Jarretstown - - -					
Kennaghstown - - -			Adamstown - - -		
Kinoristown - - -			Baldwinstown - - -		
Knockudder - - -			Commons, Lower - - -		
Loughsallagh - - -			Commons, Upper - - -		
Lustown - - -			Garristown - - -		
Mayne - - -			Glebe, East - - -		
Milestown - - -			Glebe, West - - -		
Moor of Meath - - -			Newhaggard - - -	Dublin - - -	Garristown.
Naulswood - - -			Newtown - - -		
Normansgrove - - -			Pluckhemin - - -		
Oranstown - - -			Tobeen - - -		
Pace - - -			Tobergregan - - -		
Paddingstown - - -			Ballymadun - - -		
Piercetown - - -			Baltrasna - - -		
Portan - - -			Borranstown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>DUNSHAUGHLIN—continued.</i>			<i>DUNSHAUGHLIN—continued.</i>		
Charstown - - -	Dublin - - -	Garristown.	Collistown - - -	Meath - - -	Kilmore.
Cornstown - - -			Jenkinstown - - -		
Glebe - - -			Kemmins Mill - - -		
Knockaneek - - -			Kilclone - - -		
Nutstown - - -			Longtown - - -		
Wyestown - - -			Milltown - - -		
Bodeen - - -	Meath - - -	Kilbrew.	Mulhussey - - -		
Crakenstown - - -			Pagestown - - -		
Frankstown - - -			Arodstown - - -		
Kilbrew - - -			Ballygortagh - - -		
Loughlinstown - - -			Baltrasna - - -		
Reask - - -			Clarkstown - - -		
Riggins - - -			Clonlyon - - -		
Blackwater - - -			Collegeland - - -		
Crakenstown - - -			Curraghdoo - - -		
Crickstown - - -			Jenkinstown - - -		
Knarinstown - - -			Kilmore - - -		
Sutherland - - -			Knockstown - - -		
Ballybin - - -			Leonardstown - - -		
Cookstown - - -			Martinstown - - -		
Hammondstown - - -	- ditto - - -	Killeen.	Moynalvy - - -		
Rath - - -			Mullagh - - -		
Hallstown - - -			Newtownrathganley - - -		
Jealoustown - - -			Phepotstown - - -		
Trevet Grange - - -			Rathkilmore - - -		
Alleelege - - -			Weatherstown - - -		
Ballyhack - - -					
Coolfore - - -			Bellew - - -		
Cushinstown - - -			Edoxtown - - -		
Irishtown - - -			Loughanstown - - -		
Kilbrew - - -			Rathfeigh - - -		
Kilmoon - - -			Slanestown - - -		
Primatestown - - -			Waterside, Great - - -		
Yellowshar - - -			Waterside, Little - - -		
Augherskea - - -	- ditto - - -	Kilmessan.	Curraghtown - - -		
Baronstown - - -			Cushinstown - - -		
Bedfanstown - - -			Roadmain - - -		
Drumree - - -			Gaulstown - - -		
Glane, Great - - -			Gilliamstown - - -		
Glane, Little - - -			Irishtown - - -		
Kilcooly - - -			Timooles - - -		
Knockmark - - -			Ashpark - - -		
Merrywell - - -			Hawkinstown - - -		
Mooretown - - -			Hilltown - - -		
Warrenstown - - -			Moorepark - - -		
Dunsany - - -			Piercetown - - -		
Arlonstown - - -			Pluckhimin, or Ballymuck - - -		
Athronan - - -			Riverstown - - -		
Belpere - - -	- ditto - - -	Kilmore.	Hawkinstown - - -		
Clowanstown - - -					
Glebe - - -			Balfestown - - -		
Killeen - - -			Ballybin - - -		
Smithstown - - -			Ballyhack - - -		
Derrypatrick - - -			Ballymore - - -		
Derrypatrick Grange - - -			Baltrasna - - -		
Tullaghmedan - - -			Bradystown - - -		
Batterjohn - - -			Brownstown - - -		
Clongutery - - -			Cabinhill - - -		
Gibraltar - - -			Cheeverstown - - -		
Kiltale - - -			Commons - - -		
Athronan - - -			Curkeen - - -		
Bal Doyle, or Curtistown, Lower - - -			Doghtog - - -		
Curtistown, Upper - - -			Elgarstown - - -		
Kilcarty - - -	- ditto - - -	Ratoath.	Fidorfe - - -		
Kilmessan - - -			Flemingtown - - -		
Knockstown - - -			Glascarn - - -		
Lambertstown - - -			Grange - - -		
Ringlestown - - -			Gunstown - - -		
Swainstown - - -			Harlockstown - - -		
Tullykane - - -			Jamestown - - -		
			Kilrue - - -		
			Lagore, Big - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NSHAUGHLIN— <i>continued.</i>			EDENDERRY— <i>continued.</i>		
Lagore, Little - - -	Meath - - -	Ratoath.	Fahy - - -	King's - - -	Ballyburley.
Laggunnia - - -			Greenhills - - -		
Loughlinstown - - -			Grovesend, or Mooneys- land - - -		
Mooretown - - -			Laurencetown - - -		
Mullinam - - -			Rathmoyle - - -		
Newtown - - -			Road - - -		
Paddock - - -			Srah - - -		
Peacockstown - - -			Toberdaly - - -		
Rackenstown - - -			Tooreen - - -		
Rathcool - - -			Wood - - -		
Ratoath - - -				- ditto - - -	Ballymacwil- liani.
Ratoath Manor - - -			Ballybrittan - - -		
Raystown - - -			Ballybryan - - -		
Rankardstown - - -			Ballyheashill - - -		
Twenty park - - -			Ballymacwilliam - - -		
Baronstown - - -			Jonestown - - -		
Belpere - - -			Kinnafad - - -		
Castleboy - - -			Lenamarran - - -		
Collierstown - - -	- ditto - - -	Skreen.	Mountwilson - - -		
Colvinstown - - -			Rathcobican - - -		
Commons - - -			Roosk - - -		
Cookstown - - -			Thomastown - - -		
Obertstown - - -			Thornwell - - -		
Proudstown - - -				Kildare - - -	Ballynadrumny.
Ross - - -			Ballynadrumny - - -		
Skreen - - -			Ballynakill - - -		
Macetown - - -			Ballyonan - - -		
Painestown - - -			Calf Field - - -		
Riggins - - -			Clonuff - - -		
Berrillstown - - -			Garrisker - - -		
Branstown - - -			Moyvally - - -		
Clowanstown - - -			Royal Oak - - -		
Garretstown - - -	Meath - - -	Ardnamullan.	Aghameelick - - -	King's - - -	Bracknagh.
Scalestown - - -			Ardra - - -		
Trevet - - -			Ballinowlart, South - - -		
			Ballinrahin - - -		
			Ballyshane - - -		
			Bracknagh - - -		
			Cappagh - - -		
			Chevyehase, or Derryna- darragh - - -		
			Clonbrin - - -	King's - - -	Bracknagh.
			Clonbrock, Lower - - -		
			Clonbrock, Upper - - -		
			Cloncassan - - -		
			Clonmore - - -		
			Clonsast, Lower - - -		
			Clonsast, Upper - - -		
			Clonshannon - - -		
	King's - - -	Ballaghassaan.	Cushina - - -	Kildare - - -	Cadamstown.
			Derrygarran - - -		
			Fanbeg - - -		
			Kilcloncorkry - - -		
			Kildrumman - - -		
			Kilnantoge, Lower - - -		
			Kilnantoge, Upper - - -		
			Millgrove - - -		
	Meath - - -	Ballyboggan.	Nahana - - -		
			Parkmeen - - -		
			Pollaghaglass - - -		
			Pollaghnaigraigue - - -		
				King's - - -	Ballyburley.
			Ballina - - -		
			Cadamstown - - -		
			Clonagh - - -		
			Johnstown - - -		
			Kilmore - - -		
			Kilmorebrannagh - - -		
			Martinstown - - -		
	King's - - -	Ballyburley.	Thomastown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
EDENDERRY—continued.			EDENDERRY—continued.		
Ardkill - - -	Kildare - -	Carbury.	Drumsru - - -	Kildare - -	Cloncurry.
Ballygibbon, East - -			Feigheullen - - -		
Ballygibbon, West - -			Glenaree - - -		
Ballyhagan - - -			Corbetstown - - -	King's - -	Clonmore.
Clonkeen - - -			Clonmore - - -		
Coolavacoose - - -			Killowen - - -		
Coonagh - - -			Stonehouse - - -		
Collinstown - - -			Aghamore - - -		
Calfstown - - -			Ballybeg - - -		
Carbury - - -			Ballyfore - - -		
Coolcor - - -			Barrysbrook - - -		
Demesne - - -			Bunsallagh - - -		
Demesne - - -			Cannakill - - -		
Derrinturn - - -			Coole - - -		
Freagh - - -			Croghan Demesne - -		
Haggard - - -			Croghan Demesne - -		
Kilmore - - -			Croghan Hill - - -		
Knockcor - - -			Croghan Hill - - -		
Kishawanny, Lower - -			Derryaskin - - -		
Kishawanny, Upper - -			Derrycoffey - - -		
Oldcourt - - -	Grovesend - - -				
Rinaghan - - -	Kilcorbry - - -				
Tandergagee - - -	Olderoghan - - -				
Teelough - - -	Togher - - -				
Windmill - - -	Ballynamullagh - - -	Kildare - -	Drehid.		
Ballindoolin - - -	Clonkeeran - - -				
Brackagh - - -	Drehid - - -				
Carriek - - -	Mylerstown - - -				
Corwig - - -	Clonagh - - -	ditto - -	Dunfierth.		
Grange, East - - -	Coolree - - -				
Grange, West - - -	Dunfierth - - -				
Kinnafad - - -	Dysart - - -				
Rahin - - -	Gorteen - - -				
Russelswood - - -	Killyon - - -				
Ballydonnell - - -	Kilmurry - - -				
Ballyfore - - -	Kilshanchoe - - -				
Ballynagalshy - - -	Mucklon - - -				
Baltinoran - - -	Mulgeeth - - -				
Castlejordan - - -	Ardbash - - -	King's - -	Edenderry.		
Clongall - - -	Ballinowlart, North -				
Derryhinch - - -	Ballykilleen - - -				
Gortnahorna - - -	Ballynanum - - -				
Kildangan - - -	Cloncannon - - -				
Kilkeeran - - -	Codd - - -				
Lewellansland - - -	Cushaling - - -				
Toor - - -	Derries - - -				
Toornafolla - - -	Drumcooly - - -				
Ballydermot - - -	Edenderry - - -				
Ballygarrett - - -	Kilcumber - - -				
Clonad - - -	Rathgreedan - - -				
Clonavoe - - -	Rathmore - - -				
Clonbrown - - -	Shean - - -				
Clonbulloge - - -	Ballycon - - -	ditto - -	Esker.		
Cloneant - - -	Ballyhugh - - -				
Cloncreen - - -	Ballyhugh, or Springfield				
Clongarret - - -	Clonlack - - -				
Clonkeen - - -	Clonmeen - - -				
Clonmel - - -	Drumcaw, or Mountlucas				
Clonroosk, Big - - -	Eskerbeg - - -				
Clonroosk, Little - -	Eskerbeg - - -				
Colgagh - - -	Eskermore - - -				
Coolygagan - - -	Eskermore - - -				
Derrymore - - -	Killeen - - -	Meath - -	Hill of Down.		
Blakestown - - -	Newtown - - -				
Boston Common - - -	Aghanascortan - - -				
Boston Common - - -	Anneville, or Clonard Old				
Cappanargie - - -	Ashfield, or Screeboge -				
Cloncurry - - -	Ballasport - - -				
Drimanstown, North -	Ballinlig - - -				
Drimanstown, South -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
EDENDERRY—continued.			EDENDERRY—continued.		
Churchill Glebe - -	Meath - -	Hill of Down.	Ballinure - - -	Kildare - - -	Rathangan.
Croboy - - -			Ballygaddy - - -		
Kilnagalliagh - - -			Ballysooghan, North - -		
Molerick - - -			Ballysooghan, South - -		
Monagalliagh - - -			Bonaghmore - - -		
Mulphedder - - -			Coolelan - - -		
	Kildare - -	Killinthomas.	Kilnabooley - - -		
Cushaling - - -			Rathangan - - -		
Inchanearl - - -			Rathangan Demesne - -		
Killinthomas - - -			Sheean - - -		
Kilmoney, North - -					
Killyguire - - -	- ditto - -	Kilpatrick.	Clonmoyle - - -	- ditto - - -	Thomastown.
Newtown - - -			Clonmoyle, West - -		
			Ellistown - - -		
Ballybrack - - -			Foy - - -		
Ballynakill, Lower - -			Grangeclare - - -		
Ballynakill, Upper - -	- ditto - -	Kilrainy.	Kiltaghan, North - -		
Killinagh, Lower - -			Kiltaghan, South - -		
Killinagh, Upper - -			Knocknagalliagh - -		
Kilpatrick - - -			Mountprospect - - -		
Ticknevin - - -			Mullantine - - -		
	- ditto - -	Kilrainy.	Rathwalkin - - -		
Billinderry - - -			Redhills - - -		
Ballinlig - - -			Thomastown, East - -		
Ballycowan - - -			Thomastown, West - -		
Balrinnet - - -			Tullylost - - -		
Claremount - - -	- ditto - -	Kilrainy.	Watergrange - - -		
Clonard, New - - -				- ditto - - -	Windmill Cross.
Cornamucklagh - - -			Ballyshannon - - -		
Derryart - - -			Dreenan - - -		
Fearavolla - - -			Drummond - - -		
Kilglass - - -	- ditto - -	Kilrainy.	Kilkeaskin - - -		
Killinagh - - -			Loughnacush - - -		
Kilrainy - - -			Parsonstown - - -		
Kilrathmurray - - -			Rathmore - - -		
Nurney - - -				All the Town- lands in this Union are in the County of Clare.	Clareabbey.
Williamstown - - -			ENNIS:		
	King's - -	Knockdrin.	Ballaghafadda, East - -		
Carrick - - -			Ballaghafadda, West - -		
Derrygreenagh - - -			Ballybeg - - -		
Derryiron - - -			Barloughra - - -		
Garr - - -			Barntick - - -		
Knockdrin - - -	Kildare - -	Lullymore.	Buncraggy - - -		
			Clareabbey - - -		
Barnaran - - -			Clare Commons - - -		
Derrybrennan - - -			Clarehill - - -		
Lullybeg - - -			Creggaunnahilla - -		
Lullymore, East - - -	King's - -	Monasteroris.	Drummeen, East - - -	- - - - -	Clenagh.
Lullymore, West - - -			Drummeen, West - - -		
			Edenvale - - -		
Ballinla - - -			Feagh - - -		
Ballinrath - - -			Killow - - -		
Ballycolgan - - -	King's - -	Monasteroris.	Island M'Grath - - -		
Ballycolgan - - -			Kilmoraun - - -		
Ballyfore, Big - - -			Knockanimana - - -		
Ballyfore, Little - -			Lissan, East - - -		
Ballyleakin - - -			Lissan, West - - -		
Ballymoran - - -	King's - -	Monasteroris.	Newhall - - -		
Ballymoran - - -			Skehanagh - - -		
Ballynakill - - -				- - - - -	Clenagh.
Clarkville - - -			Asscarrick Island - -		
Clarkville - - -			Ballinooskny - - -		
Leitrim - - -			Ballyeally - - -		
Lumville - - -			Ballycaseybeg - - -		
Monasteroris - - -	King's - -	Monasteroris.	Ballycaseybeg - - -		
Rathlumber - - -			Ballycaseymore - - -		
Rathvilla or Rathclon- brackan. - - -			Ballyhennessy - - -		
Rogerstown - - -			Ballymacnevin - - -		
			Ballymurtagh - - -		
	King's - -	Monasteroris.	Big Venture - - -		
			Caherteige - - -		
			Carrigerry - - -		
			Carrow - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.		ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.	
Carrowbane - - -			Drim - - -		
Clenagh - - -			Drumdoolaghty - - -		
Clonloghan - - -			Finanagh - - -		
Dernish Island - - -			Gortatoggart - - -		
Dernish Island - - -			Gorteen - - -		
Drumgeely - - -			Keevagh - - -		
Feenish - - -			Killawinna - - -		
Garrynamona - - -			Kilbreckan - - -		Doora.
Inishmacnaghtan - - -			Knockanean - - -		
Knockaun - - -			Knockaskibbole - - -		
Knockaun - - -			Knockhogan - - -		
Lisconor - - -	- - -	Clenagh.	Manusmore - - -		
Lismaclean - - -			Monanoe - - -		
Little Venture - - -			Noughaval - - -		
Priest's Rock Island - - -					
Rinneanna, North - - -			Ballycunneen - - -		
Rinneanna, South - - -			Bunratty, East - - -		
Rinneenacolla Island - - -			Bunratty, West - - -		
Smithstown - - -			Clonmoney, North - - -		
Stonehall - - -			Clonmoney, South - - -		
Tullyglass - - -			Clonmoney, West - - -		
Tullyvarraga - - -			Drumline - - -	- - -	Drumline.
Tullyvarraga - - -			Firgrove - - -		
			Little Quay Island - - -		
Ballygassan - - -			Quay Island - - -		
Ballylin - - -			Saint's Island - - -		
Ballyvanna - - -			Fergus Island - - -		
Caheraphuca - - -					
Cappamore - - -			Abasla - - -		
Cappanapeasta - - -			Ballycullinau - - -		
Carrabil - - -			Ballynagonnaghtagh - - -		
Carrowkeelbeg - - -			Ballyteernan - - -		
Carrowkeelmore - - -			Carhoo - - -		
Carrownacloghy - - -			Cloona - - -		
Cloonagowan - - -			Cloontohil - - -		
Cloonmoney - - -			Derroolagh - - -		
Clooneen - - -			Drumcurreen - - -		
Crusheen - - -	- - -	Crusheen.	Drummina - - -		
Cullenagh - - -			Drumminshin - - -		
Derrygarraff - - -			Dysert - - -	- - -	Dysert.
Derrynagleragh - - -			Gorteurka - - -		
Drummanneen - - -			Killeenan - - -		
Drumminacknew - - -			Knockaunroe - - -		
Drumumna - - -			Knockmore - - -		
Drumsallagh - - -			Knockreagh - - -		
Gortaficka - - -			Magowna - - -		
Gortaniska - - -			Magowna, West - - -		
Gortlurkaun - - -			Mollaneen - - -		
Inchieronan Island - - -			Moyhullin - - -		
Knockmael, West - - -			Soheen - - -		
Lahardan - - -					
Sranagalloon - - -			Ballycorey - - -		
			Ballylannidy - - -		
Ardsollus - - -			Ballymacaula - - -		
Ballaghboy - - -			Ballymaley - - -		
Ballyglass - - -			Ballyneillian - - -		
Ballyhannan, North - - -			Bunnow - - -		
Ballyhannan, South - - -			Cahirecallabeg - - -		
Ballyvonnavaun - - -			Cahirecallamore - - -		
Ballyvonnavaun - - -			Cappahard - - -		
Carrowanelly - - -			Clareen - - -		
Carrowgar - - -			Cloghleagh - - -	- - -	Ennis.
Carrowmeer - - -	- - -	Doora.	Clonroadbeg - - -		
Castlefergus - - -			Clonroadmore - - -		
Castletown - - -			Coor - - -		
Cloonawee - - -			Drumbiggil - - -		
Cloonmore - - -			Drumcaranbeg - - -		
Coolshamroge - - -			Drumcaranmore - - -		
Corebeg - - -			Drumcliff - - -		
Creggaun - - -			Dulick - - -		
Deerpark - - -			Fountain - - -		
Derreen - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.		ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.	
Gaurus - - -			Cappagarraun - - -		
Keelty - - -			Darragh, North - - -		
Kilnacally - - -			Darragh, South - - -		
Knockaderry - - -			Drumadrehid - - -		
Knockanoura - - -			Kilglassy - - -		
Lifford - - -		Ennis.	Killerk, East - - -		
Loughvella - - -			Killerk, West - - -		
Newpark - - -			Kilmore - - -		
Rosslevan - - -			Knockanira - - -		
Shantulla - - -			Lackennaskagh - - -		
Shanvogh - - -			Rathmeehan - - -		
			Reaghfa - - -		
			Shannacool - - -		
			Teermaclane - - -		
Bulleen - - -					
Boolynaknockaun - - -					
Boolyneaska - - -					
Booltiagh - - -			Ballyasheea - - -		
Carnereagh - - -			Ballyknock - - -		
Furroor - - -			Ballymongaun - - -		
Illaunnatoo or Sorrell Is- land - - -		Furroor.	Ballynabinnia - - -		
Kilcolumb - - -			Bushypark - - -		
Knockmore - - -			Caherbannagh - - -		
Letteragh - - -			Clooncaurha - - -		
Lisroe - - -			Cloonfeagh - - -		
Reanagishagh - - -			Cragleagh - - -		
Sheeaun - - -			Cragnagower - - -		
			Croaghaun - - -		
			Croaghaun - - -		
Ballydonohoe - - -			Gortmore - - -		
Ballyillaun - - -			Island Gar - - -		
Ballymacaula - - -			Kilnamona - - -		
Ballyvoe - - -			Kilquane - - -		
Bealeragga - - -			Knockacaurhin - - -		
Cappalea, North - - -			Knockatemple - - -		
Cappalea, South - - -			Leckaun - - -		
Cloongowna - - -			Mweelagarraun - - -		
Cloonlaheen - - -			Nooaff, East - - -		
Culleen - - -			Nooaff, West - - -		
Derrynacarragh - - -			Rushaun - - -		
Drumanure - - -		Killanniv.	Ratheraggaun - - -		
Garrynagry - - -			Shallee - - -		
Gortaganniv - - -			Tooreen, East - - -		
Kilmaley - - -			Tooreen, West - - -		
Knockadangan - - -			Tullagh - - -		
Knockmoy - - -			Tullassa - - -		
Lecarrowbeg - - -					
Lehaknock - - -			Ballyduff - - -		
Lisbiggeen - - -			Ballyduff, Blake - - -		
Loughburke - - -			Ballyduff, Paterson - - -		
Magowna - - -			Barefield or Gortlumman - - -		
			Ballymaconna - - -		
Ballymacooda - - -			Ballyyogan - - -		
Barnanageeha - - -			Bearnafunshin - - -		
Boolybrien - - -			Carrowdotia - - -		
Caherea - - -			Cragard - - -		
Cahermore - - -			Curraderra - - -		
Inchbeg - - -			Drungloon - - -		
Inchmore - - -			Drumquin - - -		
Kilcloher - - -		Kilcloher.	Killian - - -		
Knock - - -			Knockaclara - - -		
Knockaninaun - - -			Racoreraun - - -		
Knockatunnas - - -					
Kyleatunna - - -					
Lecarrowmore - - -			Aildovore - - -		
Lismullbreeda - - -			Cloonbooly - - -		
Lispuckaun - - -			Cloonabonniv - - -		
Mahonburgh - - -			Drumatehy - - -		
Ratherony - - -			Feighroe - - -		
Rathkerry - - -			Glenletternafinny - - -		
			Kinturk - - -		
Ballyea - - -			Slaghbooly - - -		
Ballyvullagan - - -		Killone.	Slievealoughan - - -		
Ballyveskil - - -			Tullaghaboy - - -		
Bansha - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.		ENNIS—continued.	All the Town- lands in this Union are in the County of Clare.	
Ayleacotty - - -			Ballymulqueeny - - -		
Ballyconneely - - -			Ballymaquiggin - - -		
Ballygirreen - - -			Caherclanchy - - -		
Ballynacragga - - -			Cappanakilla - - -		
Caherscooby - - -			Cragaweelcross - - -		
Carrownakilly - - -			Cloonteen - - -		
Crowe Island - - -			Cloontymurphy - - -		
Dromoland - - -			Commons of Toonagh - - -		
Kilkieran - - -		Newmarket.	Cooguguid - - -		
Langough - - -			Derry - - -		
Latoon, North - - -			Drummeer - - -		
Latoon, South - - -			Erinaghbeg - - -		Templemaley.
Mooghaun, North - - -			Erinaghmore - - -		
Mooghaun, South - - -			Faunrusk - - -		
Newmarket - - -			Kilcurrish - - -		
Rathfolan - - -			Knockaunanerrugal - - -		
Ardkyle - - -			Licknaun - - -		
Cappagh Castle - - -			Magowna, East - - -		
Cappagh Lodge - - -			Moarhaun - - -		
Cappagh, North - - -			Reaskaun - - -		
Cappagh, South - - -			Rinerrinagh - - -		
Carrownalegaun - - -			Teeronaun - - -		
Cloglea - - -			Toonagh - - -		
Clover Hill - - -					
Corlack - - -			Ballyear - - -		
Deerpark - - -			Caherkine - - -		
Deerpark - - -		Sixmilebridge.	Crossagh - - -		
Donnybrook - - -			Carrawmeer - - -		
Feenagh (Molony) - - -			Finlough - - -		
Feenagh (Wilson) - - -			Granaghan - - -		
Newpark - - -			Granhaganbeg - - -		
Rossmanagher - - -			Granaghanmore - - -		Tomfinlough.
Seersha - - -			Kilnacrandy - - -		
Sixmilebridge - - -			Lislea - - -		
Springfield - - -			Mausnarylaun - - -		
Woodpark - - -			Muckanagh (Butler) - - -		
One Island - - -			Muckanagh (Studdert) - - -		
Ballyerighan - - -			Muckanagh (Vandaleur) - - -		
Ballymacabill - - -			Rathlaheen, North - - -		
Ballyortla, North - - -			Rathlaheen, South - - -		
Ballyortla, South - - -			Snugoorough - - -		
Cahernalough - - -					
Cahershaughnessy - - -			Ballinooskny - - -		
Cappaghbeg - - -			Ballysallagh, East - - -		
Cappaghmore - - -			Ballysallagh, West - - -		
Cloonkerry - - -			Boheraroan - - -		
Cranagher - - -			Breckinish - - -		
Curraghmoghaun - - -			Breckinish Island - - -		
Dooneen - - -		Spancelhill.	Carrigoran - - -		
Drumgranagh - - -			Coonagh Islands - - -		
Kilfeilim - - -			Corkanaknockaun - - -		
Kilvoydan, North - - -			Culleen - - -		
Kilvoydan, South - - -			Ing - - -		
Knockaluskraun - - -			Ing, East - - -		
Muckinish - - -			Ing, West - - -		
Moyriesk - - -			Islandmacnevin - - -		Urlan.
Moyriesk - - -			Killulla - - -		
Tooreen - - -			Killnasoola - - -		
Tullyvaghan - - -			Kilmaleery - - -		
Ardearney - - -			Knockmuragha - - -		
Attyterilla - - -			Knocksaggart - - -		
Aughrim (Kelly) - - -			Leamaneighbeg - - -		
Ballyallia - - -			Leamaneighmore - - -		
Ballybrody - - -		Templemaley.	Lisduff - - -		
Ballygriffy, North - - -			Mogullaun - - -		
Ballygriffy, South - - -			Treannahow - - -		
Ballyhee - - -			Urlanbeg - - -		
			Urlanmore - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISCORTHY:			ENNISCORTHY—continued.		
Ballindaggan - - -	Wexford	Ballindaggan.	Bolacreen - - -	Wexford	Ballymore.
Ballyhamilton - - -			Clologe, Lower - - -		
Boarmona - - -			Corbetstown - - -		
Bolabeg - - -			Cronyhorn - - -		
Clonjordan - - -			Kilcasey, Lower - - -		
Cooleycarney - - -			Kilcasey, Upper - - -		
Curraghgraique - - -			Kilcaysan - - -		
Kilcullen - - -			Milltown - - -		
Knockduff - - -			Mountseaton - - -		
Monbeg - - -			Quarry - - -		
Monalee - - -			Rockspring - - -		
Sroughmore - - -			Worlough - - -		
Sroughmore - - -	ditto	Ballycarney.	Ballintubbrid - - -	ditto	Ballyvaldon.
Tomatee - - -			Ballynadrishoge - - -		
Ballycarney - - -			Ballynahask - - -		
Ballylough - - -			Ballynahask - - -		
Clone - - -			Ballynamona - - -		
Scarawalsh - - -			Ballyvoodock - - -		
Tincurry - - -			Ballyvaldon - - -		
Ballyhoge - - -			Ballyvoodrane - - -		
Ballymorris - - -			Garraun - - -		
Curraghnabola - - -			Garraun - - -		
Clonmore - - -			Garrymoyle - - -		
Coolafullaun - - -	ditto	Ballyhoge.	Ballingowan - - -	ditto	Ballyvaldon.
Galbally - - -			Ballingowan - - -		
Garranstackle - - -			Killeagh - - -		
Kereight - - -			Kilmacot - - -		
King's Island - - -			Kilnew - - -		
Knocknagross - - -			Kilnew - - -		
Mackmine - - -			Knocknasilloge - - -		
Raheennahoon - - -			Monanarrig - - -		
Reddina - - -			Tinnick - - -		
Tinnakilla - - -			Ballymacsimon - - -		
Tomfarney, Lower - - -			Ballynahask - - -		
Tomfarney, Upper - - -	ditto	Ballyhuskard.	Ballynamona - - -		
Annaghfin - - -			Bournacortia - - -		
Ballybeg - - -			Kilnasmuttan - - -		
Ballycourcybeg - - -			Killincoolybeg - - -		
Ballydonfin - - -			Killincoolybeg - - -		
Ballymotybeg - - -			Killincoolybeg - - -		
Ballymotymore - - -			Kilmuckridge - - -		
Ballymurry - - -			Tinnaberna - - -		
Ballynamuddagh - - -			Askabeg - - -	ditto	Bolaboy.
Ballynastraw - - -			Ballyknockan - - -		
Ballyrannel - - -			Ballymacoonoge - - -		
Baurela - - -			Ballynamona - - -		
Clonmore, Lower - - -			Ballynamonabeg - - -		
Clonmore, Upper - - -			Ballynamonabeg - - -		
Cooladiac - - -			Ballyroebeeg - - -		
Coolgarrow - - -			Bolaboybeg - - -		
Darry - - -			Bolaboybeg - - -		
Farnatrane - - -			Bolaboybeg - - -		
Garrantrawlan - - -			Bolaboybeg - - -		
Garrymile - - -	ditto	Ballymore.	Castle Ellis - - -		
Kilbride - - -			Garra - - -		
Kilcottonybeg - - -			Glennagark - - -		
Kilcottonymore - - -			Glentire - - -		
Kilpierce - - -			Knockanevin - - -		
Middletown - - -			Knocknavay - - -		
Mondaniel - - -			Kyle - - -		
Oulartleigh - - -			Kyle, Little - - -		
Slievenagorea - - -			Monawilling, Lower - - -		
Ballintore - - -			Monawilling, Upper - - -		
Ballyfoley - - -			Oulart - - -		
Ballyfoley, Little - - -			Slievenagrade - - -	ditto	Bree.
Ballymore - - -			Tinraheen - - -		
Ballymore Demesne - - -			Ballinavary - - -		
Ballynakill - - -			Ballybrennan - - -		
Ballyregan - - -			Ballybrittas - - -		
			Ballybrittas - - -		
			Ballybuckley - - -		
			Ballyeland - - -		

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISCORTHY—continued.			ENNISCORTHY—continued.		
allyrooaun - - -	Wexford -	Edermine.	Tomduff - - -	Wexford -	Enniscorthy.
allysillagh - - -			Tomnafunshoge - - -		
allyvake - - -			Tomnalosset - - -		
leachlands - - -			Templeshannon - - -		
oolakip - - -			Castleland - - -	- ditto -	Ferns.
oolaknick - - -			Coolbaun - - -		
oolaknickbeg - - -			Craan - - -		
oolamain - - -			Crory - - -		
oolnaboy - - -			Ferns - - -		
oorau - - -			Ferns Demesne - - -		
raanroe - - -			Ferns Demesne - - -		
dermine - - -			Ferns, Lower - - -		
arrynisk - - -			Ferns, Upper - - -		
lebe - - -			Lodgewood - - -		
lenteige - - -			Tombrackwood - - -		
amestown - - -			Askinamoe - - -	- ditto -	Kilbora.
nockduff - - -			Bayland - - -		
nockrathkyle - - -			Bolinaspick - - -		
lartingale - - -			Coolpuck - - -		
ill Lands - - -			Coolroe - - -		
onavoddagh - - -			Kilbora - - -		
onroe - - -			Kilthomas - - -		
ullaun - - -			Kiltown - - -		
ullennagore, or Oilgate - - -			Newtown - - -		
olldarrig - - -			Raheennagee - - -		
ahale - - -			Rosemaryhill - - -		
edmonstown - - -			Tinnashrule - - -		
iverview - - -			Ballincash, Lower - - -	- ditto -	Kilcormick.
operstown - - -			Ballincash, Upper - - -		
yane - - -			Ballinroad - - -		
curlocksbush - - -			Ballyorley, Lower - - -		
he Oil - - -			Ballyorley, Upper - - -		
he Oil - - -			Clondaw - - -		
innahask - - -			Dranagh - - -		
incoon - - -			Garrybrit, Lower - - -		
omlane - - -			Garrybrit, Upper - - -		
Whitefort - - -			Garryduff - - -		
oodlands - - -			Grange - - -		
ughnagally - - -	Kilconnib - - -	- ditto -	Killann.		
allycoureymore - - -	Kilcormick - - -				
allynabarny - - -	Oulartwickbeg - - -				
allynahallin - - -	Oulartwickmore - - -				
allynapierce - - -	Scollagh - - -				
lackstoops - - -	Ticknock - - -				
loomfield - - -	Tomnaboley, Lower - - -				
rownswood - - -	Tomnaboley, Upper - - -				
arrigabruse - - -	Askinvillar, Lower - - -				
arrigabruse - - -	Askinvillar, Upper - - -				
refoge - - -	Ballinlug, East - - -				
herryorchard - - -	Ballinlug, West - - -				
herryorchard - - -	Bantry Commons - - -				
levass - - -	Blackstairs Commons - - -				
lonhasten - - -	Corrageen - - -				
orbally - - -	Glenglass - - -				
aphney - - -	Grange Demesne - - -				
rumgold - - -	Grange, Lower - - -				
nniscorthy - - -	Grange, Upper - - -				
orgelands, or Fairfield - - -	Greenan - - -				
reenville - - -	Killann - - -				
ilcannon - - -	Garraun, Upper - - -				
illagoley - - -	Knocktober - - -				
nockmarshal - - -	Milltown - - -				
ucas's Park - - -	Newtown - - -				
yre - - -	Rathduff - - -				
oneyheer - - -	Rathnure, Lower - - -				
lonfin - - -	Rathnure, Upper - - -				
Moyne, Lower - - -	Slievebaun - - -				
Moyne, Middle - - -	Springmount - - -				
Moyne, Upper - - -	Woodbrook Demesne - - -				
alville, or Motabeg - - -					
st. John's - - -					
hingau - - -					
sweetfarm - - -					

RETURN RELATING TO POOR LAW UNIONS (IRELAND).

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ENNISCORTHY—continued.</i>			<i>ENNISCORTHY—continued.</i>		
Ballybrannis - - -	Wexford - -	Killoughrum.	Marshalstown - - -	Wexford - -	Marshalstown.
Bessmount - - -			Milehouse - - -		
Caim - - -			Pullinstown, Big - - -		
Killoughrum - - -			Pullinstown, Little - - -		
Kiltrea - - -			Skehanagh, or Farmley - - -		
Mangan - - -			Tomacurry - - -		
Monart, East - - -			Tomadilly - - -		
Monart, West - - -			Tomnakippeen - - -		
Monglass - - -					
Newtown - - -					
Woodlands - - -					
Ballina, Lower - - -	- ditto - -	Kilmallock.	Ballinapark - - -	- ditto - -	Newtownbarry.
Ballina, Upper - - -			Ballyprecas - - -		
Ballinkeel - - -			Carrbill - - -		
Ballykelly - - -			Castlequarter - - -		
Ballylucas - - -			Clohamon - - -		
Ballylucas - - -			Coolattin - - -		
Ballymurn, Lower - - -			Coorduff - - -		
Ballymurn, Upper - - -			Gorteen - - -		
Ballynabrigadane - - -			Graiguebeg - - -		
Ballysilla - - -			Knockanure - - -		
Bishopland - - -			Newtownbarry - - -		
Clonnasheeoge - - -			Ryland, Lower - - -		
Coole - - -	- ditto - -	Kilrush.	Ryland, Upper - - -	Carlow - -	Rossard.
Garryhubcock - - -					
Garrylough, Lower - - -			Barnahask - - -		
Garrylough, Upper - - -			Bunnagurragh - - -		
Garryntinodagh - - -			Carrickduff - - -		
Garryvarren - - -			Clonmullen - - -		
Glebe - - -			Deerpark, New - - -		
Glebe - - -			Deerpark, Old - - -		
Island - - -			Glebe - - -		
Killelan - - -			Kilbrannish, North - - -		
Killick - - -			Kilbrannish, South - - -		
Kilmallock - - -	- ditto - -	Kiltealy.			
Lacken - - -			Ballinacoola - - -	Wexford - -	St. Mary's.
Mullaghdarraig - - -			Ballycrystal - - -		
Turkyle - - -			Ballylusk - - -		
			Boladurragh - - -		
Ballycadden, Lower - - -			Bolamore - - -		
Ballycadden, Upper - - -			Clorogebeg - - -		
Ballynaberny - - -			Clorogemore - - -		
Ballyroebeck - - -			Curraduff - - -		
Bolinaheney - - -			Rossard - - -		
Borris - - -			Wheelagown - - -		
Curraduff - - -					
Graigueamore - - -	- ditto - -	Marshallstown.	Ballyphillip - - -	- ditto - -	The Harrow.
Kiltilly - - -			Boolycreen - - -		
Knockaree - - -			Boolynavoughran - - -		
Knocknalour - - -			Canteige - - -		
Lackendarragh - - -			Cashel - - -		
			Clonyburn - - -		
Ballybreen - - -			Craan - - -		
Ballynaminnan - - -			Cromoge - - -		
Coolree - - -			Glaslacken - - -		
Cullentragh - - -			Gorteen - - -		
Kiltealy - - -			Killanure - - -		
Mocurry, East - - -			Kyle - - -		
Mocurry, West - - -	- ditto - -		Mandoran - - -	- ditto - -	
Slievegar - - -			Mullaunnasmear - - -		
Tomona - - -					
			Ballycarrigeen, Lower - - -		
Askunshin - - -			Ballycarrigeen, Upper - - -		
Ballynakill - - -			Ballyhaddock - - -		
Ballinure - - -			Ballytracey - - -		
Ballydaw, or Davidstown - - -			Carrigeen - - -		
Ballywilliamroe - - -			Coolatore - - -		
Ballyorrill - - -			Forties - - -		
Coolnahorna - - -			Glenbaun - - -		
Hollyfort - - -	- ditto - -		Kilcoilshy - - -	- ditto - -	
Killalligan, North - - -			Knockavocka - - -		
Killalligan, South - - -			Knocknaskeagh - - -		
Marley - - -			Mount George - - -		
			Myaugh - - -		
			Myaugh - - -		
			Tobergal - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.				
ENNISCORTHY—continued.			ENNISKILLEN—continued.						
Askinfarney - - -	Wexford	The Leap.	Ferny Island - - -	Fermanagh	Ballycassidy.				
Ballyeden - - -			Gortaloughan - - -						
Ballygillistown - - -			Laragh - - -						
Ballyknockan - - -			Long Island - - -						
Boolabaun - - -			Monalla - - -						
Clohas - - -			Ring - - -						
Coolamurry - - -			Rossahilly - - -						
Davidstown - - -			Shanmullagh - - -						
Drinah - - -			Srahenny - - -						
Dunsinane - - -			Thornhill Glebe - - -						
Garr - - -			Trasna Island - - -						
Jamestown - - -			Trory - - -						
Moneyhore - - -			Tullyavy - - -						
Moneytucker - - -			Tullylone - - -						
Rathnure - - -	Urbal, or Mossfield - - -								
Templecoby - - -	White Island - - -								
Toberona - - -									
Ballydawmore - - -	ditto	Tinnacross.	Ballydoolagh - - -	ditto	Ballydoolagh.				
Ballydawmore - - -			Breagho - - -						
Ballydonigan - - -			Derryhillagh - - -						
Ballymurtagh - - -			Derrykeegan - - -						
Ballysimon - - -			Drumgay - - -						
Barmona - - -			Gortmessan - - -						
Clolourish - - -			Lackaghboy - - -						
Clolourish - - -			Lissan - - -						
Crane - - -			Mullaghmeen - - -						
Effernoge - - -			Relagh - - -						
Garryphelim - - -			Shankill - - -						
Killabeg - - -									
Knockduff - - -			Ballyreagh - - -			ditto	Ballyreagh.		
Monagear - - -			Glasdrumman - - -						
Oulartard - - -	Largy - - -								
Solsborough - - -	Mullyknock, or Topped Mountain - - -								
Tinnacross - - -									
Tomsallagh - - -									
Toom - - -									
Ballaman - - -	ditto	Tombrack.	Tiraltan - - -	ditto	Castlecoole.				
Ballingale - - -			Ballintarsan - - -						
Ballyandrew - - -			Ballylucas - - -						
Ballyandrew - - -			Bonnybrook - - -						
Ballyboy - - -			Carran, Little - - -						
Ballymorgan - - -			Carrowmacmea - - -						
Ballyrankin - - -			Cavanacross - - -						
Bolacaheer - - -			Cavancarragh - - -						
Boolnadrum - - -			Cloghtate - - -						
Clobemon - - -			Cultiagh - - -						
Corah - - -			Curraghlaré - - -						
Curralane - - -			Drumcrow - - -						
Curralane Oldtown - - -			Feddán - - -						
Kildallow - - -			Garvary - - -						
Knockreagh - - -	Glasmullagh - - -								
Moneydurtlow - - -	Killygrania - - -								
Raheen - - -	Killyreagh - - -								
Strahart - - -	Killyvilly - - -								
Tombrack - - -	Kilnamaddy - - -								
	Kilsallagh - - -								
	Milltate - - -								
	Mullanaskea - - -								
	Tamlaght - - -								
	Thomastown - - -								
	Tullyharney - - -								
	Rossyvullan - - -								
ENNISKILLEN:									
Aghanaglack - - -	Fermanagh	Aghanaglack.	Brockagh - - -	ditto	Clabby.				
Coolarcan - - -			Camgart - - -						
Dooletter - - -			Cloghoge - - -						
Legnagaybeg - - -			Drumcor - - -						
Legnagaymore - - -			Drumkirk - - -						
Stralahan - - -	Glencovet Glebe - - -								
Ardgart - - -	ditto	Ballycassidy.	Lurganclabby - - -						
Ballycassidy - - -			Moysnaght - - -						
Car Island - - -			Mullaghshillogagh - - -						
Cloghbally - - -			Ramaley - - -						
Conerick - - -									
Derryargon - - -									

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISKILLEN—continued.			ENNISKILLEN—continued.		
Aghannagh - - -	Fermanagh	Coolyermer.	Clonursan Glebe - -	Fermanagh	Derrylester.
Ashwoods - - -			Coolinfine Glebe - -		
Ashwoods, or Woodymul- laghree - - -			Coragh Glebe - - -		
Bodarra, Big - - -			Cornacree - - -		
Bodarra, Little - -			Cornashesko - - -		
Cappog - - -			Corranaheen - - -		
Clonamullog - - -			Crummer - - -		
Coolyermer - - -			Cullatagh - - -		
Crownhall - - -			Derryhevin Glebe - -		
Drumconor - - -			Derrylea - - -		
Drumhirk - - -			Derrylester - - -		
Glencunmy - - -			Doochatty Glebe - -		
Gortadrehid - - -			Drumcanon - - -		
Leambeg - - -			Drumcard - - -		
Leammore - - -			Drumcullion - - -		
Lurgandarragh, Big -			Drumgague - - -		
Moybane - - -			Drumback - - -		
Moybrone - - -			Drummuck - - -		
Moykeel - - -			Erveny - - -		
Mullaghlevin - - -			Gallagh - - -		
Mullygarry - - -			Gortacarn - - -		
Tattygare Glebe - -			Gortalughany - - -		
Aghatirourke - - -	ditto	Cuileagh.	Greaghavockan - - -		
Beihy - - -			Keelpark Glebe - - -		
Brookfield - - -			Keenaghan - - -		
Calkill - - -			Kilgarrow Glebe - -		
Cloonatreane - - -			Kilteen Glebe - - -		
Corrdarragh - - -			Knockbodarra - - -		
Dooneen - - -			Larganacarran (Killesher Parish) - - -		
Gortaluhany - - -			Larganacarran (Kinawley Parish) - - -		
Gorteen - - -			Legaduff - - -		
Gortermoan - - -			Mackan Glebe - - -		
Gortgullenan - - -			Moher - - -		
Gortmaconnell - - -			Moheranea - - -		
Greenan - - -			Moneenbane - - -		
Gubbacrock - - -			Mullan - - -		
Knockageehan - - -			Rosdanean - - -		
Lanmore - - -	ditto	Derrybrusk.	Rooskagh, South - -		
Leeffa - - -			Teesnaghtan - - -		
Legg - - -			Tiravally Glebe - -		
Legnahorna - - -			Tiravree Glebe - - -		
Mullynahunshin - -			Tonagh Glebe - - -		
Sallysgrove - - -			Trustan Glebe - - -		
Trian - - -			Buggan - - -	ditto	Doagh.
Wheathill - - -			Doagh Glebe - - -		
Bracky - - -			Dromore - - -		
Cappy - - -			Drumanure - - -		
Cloghcor - - -			Drumary - - -		
Cloon - - -			Drumnanane - - -		
Coolnashanton - - -			Keadew - - -		
Derrybrusk - - -			Kilduff - - -		
Derryvullan - - -			Kilgarrow - - -		
Drumad - - -			Rossinurebeg - - -		
Drumcullion - - -			Sandhill - - -		
Drumrainy - - -			Sraniff - - -		
Farnaght - - -			Stratonagher - - -		
Farnamullen - - -			Stratore - - -		
Fyagh - - -			Tullyearbry - - -		
Killyvannan - - -	ditto	Drumane.	Ardtonnagh - - -		
Leambreslen - - -			Cloonatrig - - -		
Mulrod - - -			Crockareddy - - -		
Ring - - -			Derryhawlugh - - -		
Tawnyreagh - - -			Derryinch - - -		
Whinnigan Glebe (Clee- nish Parish) - - -			Drumane - - -		
Whinnigan Glebe (Derry- brusk Parish) - - -			Drumbargy - - -		
			Drumbrughas - - -		
			Gortdonaghy - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISKILLEN—continued.			ENNISKILLEN—continued.		
Ross - - -	Fermanagh	Drumane.	Ross, Inner - - -	Fermanagh	Ely.
Rossavally - - -			Rossnafarsan - - -		
Rossdoney - - -			Rossouter - - -		
Sessiagh, West - - -			Tirconnell - - -		
Tonyloman - - -			Tullydevenish - - -		
Tonyteige - - -			Whitehill - - -		
Aughrim - - -			Agharainy - - -		
Ballygonnell - - -			Aughaward - - -		
Ballyhose - - -			Ballaghmore - - -		
Ballynakill - - -			Breandrum - - -		
Banagher - - -			Carran - - -		
Bowara - - -			Carrickaheenane - - -		
Brackagh - - -			Carrigan - - -		
Brughas - - -			Castlecoole - - -		
Carrigan - - -			Cavanaleck - - -		
Carrickreagh - - -			Cloonavoan - - -		
Cavanakeery - - -			Coleshill - - -		
Cleens, New - - -			Cornagrade - - -		
Cloghanagh - - -			Corralinnen - - -		
Coagh - - -			Cross - - -		
Concaroe - - -			Derrybeg - - -		
Cossycow - - -			Derrychava - - -		
Crawford's Hill - - -			Derrygore - - -		
Croaghan - - -			Derryinch - - -		
Croaghrim - - -			Derrymakeen - - -		
Cullen - - -			Derryvore - - -		
Daries, Big - - -	- ditto - - -	Ely.	Drumard - - -	- ditto - - -	Enniskillen.
Daries, Little - - -			Drumawill - - -		
Dernashesk - - -			Drumclay - - -		
Devenish Island - - -			Drumcoo - - -		
Dinnydoon - - -			Drumcoo, or Belview - - -		
Donegall - - -			Drumerin - - -		
Drumberney - - -			Drumgallan - - -		
Drumboory - - -			Drumgarrow - - -		
Drumcose - - -			Drumlion - - -		
Drummoghan - - -			Drummee - - -		
Drumsillagh - - -			Drumskew - - -		
Ely Island - - -			Drumsna - - -		
Enaghan - - -			Enniskillen (Magheraboy Barony) - - -		
Fardrum - - -			Enniskillen (Tirkennedy Barony) - - -		
Faugher - - -			Gortadrehid, Big - - -		
Fintonagh - - -			Gortadrehid, Little - - -		
Gall Island - - -			Gortgonnell - - -		
Gillyholme (Ely) - - -			Greystone - - -		
Graan - - -			Inishkeen - - -		
Inishfovar Island - - -			Kilmacormick - - -		
Inishloughar Island - - -			Kilmalanophy (Cleenish Parish) - - -		
Keelaghan - - -			Kilmalanophy (Enniskillen Parish) - - -		
Kilnaloo - - -			Killybreed - - -		
Killycat - - -			Killyhevlin - - -		
Kilmore - - -			Killynure - - -		
Lenaghan - - -			Kinarla - - -		
Levally, Lower - - -			Knockalough - - -		
Levally, Upper - - -			Lehill - - -		
Lockard, Big - - -			Levaghy - - -		
Lockard, Little - - -			Lisgoole - - -		
Lurgandarragh, Little - - -			Moneyhoe Glebe, or Chanter Hill - - -		
Magheradunbar - - -			Mullaghree - - -		
Magheragannon - - -			Mullanacaw - - -		
Moyglass (Rossory Parish) - - -			Mullylogan - - -		
Moyglass (Cleenish Parish) - - -			Portasnow Glebe - - -		
Portmush - - -			Portora - - -		
Rabron - - -			Rakeelan Glebe - - -		
Ratona - - -			Ring - - -		
Rigg - - -					
Rooskey - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISKILLEN—continued.			ENNISKILLEN—continued.		
Rossole - - -	Fermanagh	Enniskillen.	Aghahoorin - - -	Fermanagh	Glenkeel.
Rossorry - - -			Aghamore - - -		
Scaffog - - -			Carrigan - - -		
Silverhill - - -			Carrigbeg - - -		
Slee - - -			Clogherbog - - -		
Tonystick - - -			Drumad - - -		
Windmill Hill - - -			Drumbegger - - -		
Woaghternerry - - -			Farnaconnell - - -		
			Faugher - - -		
			Glenkeel - - -		
Bohevny - - -	- ditto -	Florencecourt.	Killydrum - - -	- ditto -	Gortahurk.
Brockagh - - -			Killyhommon - - -		
Clontyferagh - - -			Knocknahunshin - - -		
Cloontymullan - - -			Lattonagh - - -		
Coolacrim - - -			Leitrim - - -		
Corradreenan, East - - -			Muckenagh - - -		
Corradreenan, West - - -			Reyfad - - -		
Corraglass - - -			Tober - - -		
Corrawully - - -			Toneel, North - - -		
Croaghrim - - -			Tullinwonny - - -		
Crocknakeeragh - - -	- ditto -	Gardenhill.	Abocurragh - - -	- ditto -	Holywell.
Deerpark. - - -			Abohill - - -		
Derreens, East - - -			Ballysooragh - - -		
Derryhowlaght, West - - -			Blunnick - - -		
Drumclonnish - - -			Carrickabweehan - - -		
Drumderg - - -			Carrickmacsparrow - - -		
Drumduff - - -			Carricknaseer - - -		
Druminiskill - - -			Cavantreeduff - - -		
Drumlaghy - - -			Cleggan - - -		
Drumlaghy - - -			Cloonatumpher - - -		
Drummacabranagher - - -	- ditto -	Glenkeel.	Cornagee - - -	- ditto -	Glenkeel.
Drummoan, or Newtate - - -			Cornahawla - - -		
Drumoghil - - -			Corrateskin - - -		
Drumsillagh - - -			Correen - - -		
Drumsroohill - - -			Derreens, West - - -		
Edenmore - - -			Dornogagh - - -		
Finlane - - -			Drumaran - - -		
Florencecourt - - -			Drumawillin - - -		
Garrifly - - -			Drumconlan, West - - -		
Gortnacally - - -			Drumharriff - - -		
Killyblane - - -	- ditto -	Glenkeel.	Gortahurk, West - - -	- ditto -	Glenkeel.
Killybracken - - -			Gortatole - - -		
Knocknabrattoge, or - - -			Gortnagriffin - - -		
Greentown - - -			Greenwoodhill - - -		
Legnavea - - -			Keelagho - - -		
Lisdivrick - - -			Lisblake - - -		
Lisgally - - -			Lisderry - - -		
Lismoonly - - -			Moneyouragan - - -		
Mullan, or Bumper - - -			Mullaghdun - - -		
Lodge - - -			Mullaghmaddy - - -		
Mullanavehy - - -	- ditto -	Glenkeel.	Mullyardlougher - - -	- ditto -	Glenkeel.
Rossmacawinny - - -			Mullycovet - - -		
Tattenamona - - -			Point - - -		
Tully - - -			Rahallan - - -		
Tullyhona - - -			Tonardrum - - -		
Aughrim - - -	- ditto -	Glenkeel.	Aghavass - - -	- ditto -	Glenkeel.
Carrickaloughan - - -			Ballintempo - - -		
Carrickmachaherty - - -			Ballysroonagh - - -		
Carrontreemall - - -			Belcoo, East - - -		
Carrownalegg - - -			Belcoo, West - - -		
Creenagho - - -			Carrickadrantan - - -		
Crottan - - -			Cavancarragh - - -		
Drumman - - -			Cavanmore - - -		
Gardenhill - - -			Coasan - - -		
Gortnaderg - - -			Corraderrybrock - - -		
Killycreen, East - - -	- ditto -	Glenkeel.	Corraglass, West - - -	- ditto -	Glenkeel.
Killycreen, West - - -			Corralea - - -		
Kiltyfelan - - -			Drumcoo - - -		
Mullylusty - - -			Drumelly - - -		
Orabeg - - -			Drumkeenagh - - -		
Templenaffrin - - -			Garrow, or Buck Island - - -		
Tullybrack, or Oramore - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENISKILLEN—continued.			ENNISKILLEN—continued.		
Gorteen - - -	Fermanagh	Holywell.	Leamnamoyle - - -	Fermanagh	Killesher.
Greaghmagleragh - - -			Legnabrocky - - -		
Greaghphort - - -			Marlbank - - -		
Inishteige - - -			Moneen - - -		
Inishkeen - - -			Mullaghbane - - -		
Killyphort - - -			Rossaa - - -		
Kilrooskagh - - -			Skreen - - -		
Kilrooskagh Island - - -			Tromogagh - - -		
Lurgan - - -					
Meenawargy - - -			Caldragh - - -	- ditto -	Kinawley.
Mullan - - -			Clontelaghan - - -		
Mullanawinna - - -			Cornagun - - -		
Mullanshellistragh - - -			Corraheen - - -		
Mullyard - - -			Corrameen - - -		
Mullynavannoge - - -			Corrardreen - - -		
Roskorkey Island - - -			Coragh - - -		
Rushin - - -			Coragh (Crawford) - - -		
Toppan - - -			Cornaskeogh - - -		
Tullynacor - - -			Derryclegna - - -		
	- ditto -	Imeroo.	Drumbinnis - - -		
Brougher - - -			Drumharriff - - -		
Dooneen - - -			Drumlsh - - -		
Drummackin - - -			Gortoral - - -		
Glen - - -			Graffy - - -		
Glengesh - - -			Greaghnafine - - -		
Imeroo - - -			Kinawley - - -		
Knockennis - - -			Lea - - -		
Largandoy - - -			Lismonaghan - - -		
Leam - - -			Moher - - -		
Letterbailey - - -	- ditto -	Inismore.	Rooskagh, North - - -		- ditto -
Stragole - - -			Shanraa - - -		
Tonyglaskin - - -			Shanvally - - -		
Tullyullagh - - -			Springtown - - -		
			Stumpyshill - - -		
			Tirmoneen - - -		
			Tirvogan - - -		
Arda - - -			Clondaval - - -		- ditto -
Aughey - - -			Clonliff - - -		
Carry - - -			Clontimore - - -		
Cassan - - -	- ditto -	Killesher.	Corraeoash - - -		
Clontycoora - - -			Croknacreevy - - -		
Crockallen - - -			Derry - - -		
Drumcramp - - -			Derryhenry - - -		
Drumcroil - - -			Derryleague - - -		
Drumhirk - - -			Drumany - - -		
Drummee - - -			Killafinta - - -		
Gubrusdinna - - -			Kinglass - - -		
Kippeen Island - - -			Laragh - - -		
Knock Island - - -			Mullaghgarrow - - -		
Lustybeg - - -	- ditto -	Killesher.	Portbeg - - -		- ditto -
Lustymore - - -			Portreagh - - -		
Sessiagh, East - - -			Stragowna - - -		
Shane Island - - -					
Slee - - -			Bellanaleck - - -		
Toneymalloe - - -			Carneyhill - - -		
Tully - - -			Cleenish - - -		
Whilliter - - -			Clonbunniagh - - -		
			Culky - - -		
Aghnahoo - - -			Derrychurra - - -		
Cavanreagh - - -	- ditto -	Killesher.	Drumkeen - - -		- ditto -
Clyhannagh - - -			Granshagh, Big - - -		
Coaghan - - -			Granshagh, Little - - -		
Crossmurrin - - -			Killywillin - - -		
Cullentragh - - -			Lankill - - -		
Curragh - - -			Laragh - - -		
Cushrush Island - - -			Mullymesker - - -		
Gortaree - - -			Roscarn - - -		
Gortatole - - -			Rushin - - -		
Inishee Island - - -			Skea - - -		
Killernan - - -	- ditto -	Killesher.	Tully - - -		
Killesher - - -					
Killykeeghan - - -					
Kilnameel - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>ENNISKILLEN—continued.</i>			<i>ENNISKILLEN—continued.</i>		
Beagho - - -	Fermanagh	Lisbellaw.	Fartagh - - -	Fermanagh	Monea.
Boshinny - - -			Gillyholme (L'Strange) - - -		
Carrowkeel - - -			Giltagh - - -		
Cloghtogle - - -			Killyveagh Glebe - - -		
Coolbuck - - -			Leighan - - -		
Derryclawan - - -			Magheranageeragh - - -		
Derryhoney - - -			Monea - - -		
Drumderg - - -			Newtown - - -		
Drumdran - - -			Randalshough - - -		
Ederdaglass, or Hollybank - - -			Tullycreevy - - -		
Ederdaglass, or Hollybank - - -			Tullykelter - - -		
Falls - - -			Tullymargy - - -		
Faughard - - -			Beagh - - -	ditto	Newporton.
Killee - - -			Cavanalough Glebe - - -		
Lisreagh - - -			Cavantilly (Cormick) - - -		
Magonragh - - -			Cleenaghan - - -		
Mordeenagh - - -			Coa - - -		
Moundrum - - -			Cooltrain - - -		
Mullybritt - - -			Curriu - - -		
Shanco - - -			Derryraghan - - -		
Snowhill - - -			Drumconnis - - -		
Tatnamallaght - - -			Drumkeen - - -		
Tattygare - - -			Drummurry - - -		
Tattymacall - - -			Drumrainy - - -		
Aughlish - - -	ditto	Lisbofin.	Drumsloe - - -	ditto	Oldbarr.
Clonaveel - - -			Drumcullion - - -		
Culliagh - - -			Ferney - - -		
Derryaghna - - -			Killee - - -		
Derrycormick - - -			Kilymittan - - -		
Derrygiff - - -			Kilgortnaleague - - -		
Derryleck - - -			Knockmanoul - - -		
Derrynim - - -			Relagh - - -		
Derryscobe - - -			Salry - - -		
Derryshandra - - -			Tullyrain - - -		
Derryvogue - - -			Aghakeeran - - -	ditto	Rahaltan.
Dooederny - - -			Agharahan - - -		
Drumageever - - -			Derrynafaughter - - -		
Drumcolgny - - -			Drumgormly - - -		
Drumconlan, East - - -			Gortgor - - -		
Drumnamalragh - - -			Greaghmore - - -		
Drumrainey - - -			Knockbeg - - -		
Drumsillagh - - -			Knockmore - - -		
Drumsroohill - - -			Legland - - -		
Gardrum - - -			Lisdead - - -		
Garvary - - -	ditto	Monea.	Lisdoodan - - -	ditto	Rahaltan.
Glasnullagh - - -			Oldbarr - - -		
Gortahurk, East - - -			Rossinuremore - - -		
Lanaghbran - - -			Beagh, Big - - -		
Letterbreen - - -			Beagh, Little - - -		
Lisbofin - - -			Blaney, West - - -		
Lisroddy - - -			Blaney, East - - -		
Moylehid - - -			Blaney Island - - -		
Mullaghy - - -			Caldrum Glebe - - -		
Oakfield - - -			Cashel - - -		
Shanmullagh - - -			Claragh - - -		
Skreen - - -			Corracloon - - -		
Tents - - -			Crosbystown - - -		
Trillick - - -			Derrygonnelly - - -		
Carran, East - - -			Drumadillar - - -		
Castletown, Monea - - -			Drumadown - - -		
Cleens, Old - - -			Drumbockany - - -		
Derryvarrybeg - - -			Drumcrow, East - - -		
Derryvarrymore - - -			Drumskimly - - -		
Drumaveel - - -			Fedian - - -		
Drumbeggan - - -			Glenlevan - - -		
Drumcorban - - -			Glenwinny - - -		
Drumcroohen - - -			Goat Island - - -		
Drumlish - - -			Inishmacsaint Island - - -		
Drumscollop - - -			Inishway - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>NISKILLEN—continued.</i>			<i>ENNISKILLEN—continued.</i>		
Longrob - - -	Fermanagh	Rahalton.	Coppanaghbane - -	Cavan	Derrylahan.
Magherahar - - -			Coppanaghmore - -		
Miltown, Blaney - -			Creea - - -		
Mullykivet - - -			Corleckagh, Lower - -		
Owl Island - - -			Corneenflynn - - -		
Pushen Island - - -			Corratawy - - -		
Rabbit Island - - -			Curraghvah - - -		
Rahalton - - -			Derrylahan - - -		
Rossdagamph, or Cath- rines - - -			Derrynatuan - - -		
Roosky - - -			Drumhurrin - - -		
Rosspoint, or Cosbystown, East - - -			Gowlat - - -		
Scandally - - -			Lattone - - -		
Shankill - - -			Legnagrow - - -		
Tabagh - - -			Bellavally, Lower - -	ditto	Derrynananta.
Tullynadall, East - -			Bellavally, Upper - -		
Tullynadall, West - -			Derrynananta, Lower - -		
Tullynagowan - - -			Derrynananta, Upper - -		
Urross - - -			Knockgorm - - -		
Wheathill Glebe - - -			Legatraghta - - -		
Two small Islands - -			Legnaderk - - -		
			Moneensauran - - -		
Acres - - -			Ardlongher - - -		
Aghaherrish - - -			Carrickbrannan - - -		
Carn - - -			Cashel - - -		
Carr - - -			Cashelbane - - -		
Crott - - -			Corcashel - - -		
Dromore - - -			Cordressogagh - - -		
Drumaraw - - -			Corleckagh, Upper - -		
Drumboy - - -			Corlisbannan - - -		
Drumgamph - - -			Corrádeverrid - - -		
Drumhirk, Lower - -			Corrahoash - - -		
Drumhirk, Upper - -			Corrard - - -		
Drummacooin - - -			Corratober, Lower - -		
Gortgall - - -	ditto	Ross.	Corratober, Upper - -		
Killytaggart - - -			Derrynalester - - -		
Kilnamaddoo - - -			Dowra - - -	ditto	Dowra.
Lesky - - -			Garvesk - - -		
Monaghan - - -			Kilduff, Lower - - -		
Mullaghmore - - -			Kilduff, Middle - - -		
Ross - - -			Kilduff, Upper - - -		
Rosscoltan - - -			Meenaslieve - - -		
Samsonagh - - -			Moneenterriff - - -		
Tobradan - - -			Stranagap - - -		
Toneel, South - - -			Struhanagh - - -		
Tonlisderri - - -	ditto	Tempo.	Tullaghyrory - - -		
Treel - - -			Tullanierin - - -		
Tullyholvin, Lower - -			Tullantanty - - -		
Tullyholvin, Upper - -			Tullanteen - - -		
			Tullantintin - - -		
			Tullynafreave - - -		
			Unshinagh - - -		
Beagh - - -			Altnasheen - - -	ditto	Dunmakeever.
Blackhill - - -			Altshallan - - -		
Bohulkin - - -			Ardvagh - - -		
Carn - - -			Bursan - - -		
Carrownagiltagh - -			Carnmaclean - - -		
Clarannagh - - -			Carrick, West - - -		
Cooleran - - -			Corracleigh - - -		
Cullion - - -			Curraghglass - - -		
Demesne - - -			Dunmakeever - - -		
Derrin - - -			Eshveagh - - -		
Deon - - -	ditto	Tempo.	Garvalt, Lower - - -		
Drumkeenragh - - -			Gub, or Garvalt, Upper - -		
Edenmore - - -			Legglass - - -		
Killyculla - - -			Moneenabrone - - -		
Kilnambraher - - -			Mullaghleaglen - - -		
Greaghrawer - - -			Mully, Lower - - -		
Lettan - - -			Mully, Upper - - -		
Pubble - - -			Tonanilt - - -		
Ratoran - - -					
Shillanmore - - -					
Tattinweer - - -					
Tullynaglug - - -					
Ummer - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISKILLEN—continued.			ENNISKILLEN—continued.		
Tullycrafton - - -	Cavan - - -	Dunmakeever.	Effernan Glebe - - -	Tyrone - - -	Kilskeery.
Tullyminister - - -			Glasmullagh, South - - -		
Tullynacleigh - - -			Golan Glebe - - -		
Tullynacross - - -			Greenan - - -		
Tullytiernan - - -			Kilknock - - -		
	- ditto - - -	Esky.	Killyblunick Glebe - - -		
Barran - - -			Kilskeery Glebe - - -		
Correvan - - -			Lifford - - -		
Derrynaseer - - -			Mullinagork - - -		
Gortaquill - - -			Realtons - - -		
Kiltomulty - - -			Relagh - - -		
Monesk - - -			Rossnareen - - -		
Port - - -			Screaby - - -		
Port Island - - -					
Roo - - -					
Thornhill, or Mullandree- nagh - - -					
	- ditto - - -	Killinagh.	ENNISTYMON :	All the Town- lands in this Union are in the County of Clare.	
Carricknagrow - - -			Caherogan - - -		
Cornahan - - -			Carrowduff - - -		
Gubaveeny - - -			Cloghaunbeg - - -		
Killycarney - - -			Cloghaunmore - - -		
Leck - - -			Doonsallagh, East - - -		
Loughan - - -			Doonsallagh, West - - -		
Mullaghahy - - -			Kildeema, North - - -		
Oggal - - -			Kildeema, South - - -		
Stranamart - - -			Killernan - - -		
Teemore - - -	Knockanalban - - -				
Termon - - -	Knockbrack - - -				
Tuam Island - - -	Shanavogh, East - - -				
Unshogagh - - -	Shanavogh, West - - -				
	- ditto - - -	Teebane.	Ballagh - - -		
Corlea - - -			Ballynacarhagh - - -		
Corrakeeldrum - - -			Cahersherkin - - -		
Coraquigly - - -			Cloonmra - - -		
Moneen - - -			Cullenagh - - -		
Teebane - - -			Knockanulty - - -		
Tents - - -			Knocknagraigue, West - - -		
Tullynamoyle - - -			Lisroe - - -		
			- ditto - - -	Tuam.	Ballyduffmore - - -
Burren - - -					Ballyea, North - - -
Cornagee - - -	Ballyea, South - - -				
Corratirrim - - -	Boolavaun - - -				
Duckfield - - -	Carrowkeel, East - - -				
Edenmore - - -	Carrowkeel, West - - -				
Garvagh - - -	Coolshingaun - - -				
Gortnaleg - - -	Derry - - -				
Gowlan - - -	Drumcarna - - -				
Kiltaglassan - - -	Drumcullaun - - -				
Kinnabo - - -	Drumduff - - -				
Lanliss - - -	Drumlesh - - -				
Legalough - - -	Drumanure - - -				
Legeelan - - -	Drumnagah - - -				
Manragh, Lower - - -	Garryvillaun - - -				
Manragh, Upper - - -	Garvoghil - - -				
Moneygashel - - -	Gortbofarna - - -				
Mullaghboy - - -	Maghera - - -				
Skeagh - - -	Meelick - - -				
Tawnymakelly - - -	Sileshaun, East - - -				
Tuam - - -	Sileshaun, West - - -				
Ture - - -					
	- ditto - - -	Tyrone - - -	Ardnacraa - - -		
Bodoney - - -			Ballyea - - -		
Cloncandra Glebe - - -			Ballyherragh - - -		
Derry - - -			Ballylaan - - -		
Derryallen - - -			Ballymaclinaun - - -		
Derryallen Glebe - - -			Ballynalackan - - -		
Derrylea - - -			Ballysteen - - -		
Dreigh - - -			Ballyvrislaun - - -		
Drumash - - -			Beaghy - - -		
Drumdran - - -			Caherbarnagh - - -		
	- ditto - - -	Kilskeery.	Cloughaundine - - -		
			Derreen - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISTYMON— <i>continued.</i>	All the Town- lands in this Union are in the County of Clare.		ENNISTYMON— <i>continued.</i>	All the Town- lands in this Union are in the County of Clare.	
Kilconnell - - -			Carrownaclogh - - -		
Kineilty - - -			Castlequarter - - -		
Lislorkan, North - - -			Cloonaveige - - -		
Lislorkan, South - - -		Ballysteen.	Clooncoul - - -		
Shingaunagh, North - - -			Deerpark, Lower - - -		
Shingaunagh, South - - -			Deerpark, Middle - - -		
Slievenageeragh - - -			Deerpark, Upper - - -		
Peeraghbeg - - -			Deerpark, West - - -		
			Dough - - -		
Ballynew - - -			Ennistymon - - -		
Ballyvaskin, North - - -			Glebe - - -		
Ballyvaskin, South - - -			Glen, North - - -		Ennistymon.
Drumbaun - - -			Glen, South - - -		
Drummin - - -			Kilcornan - - -		
Fintrabeg - - -			Killeinagh - - -		
Fintramore - - -		Ballyvaskin.	Knockbrack - - -		
Freaghavaleen - - -			Knockdrummagh, North - - -		
Freaghcastle - - -			Knockdrummagh, South - - -		
Glendine, North - - -			Lehinch - - -		
Kilfarboy - - -			Lissatunna - - -		
Leeds - - -			Sroohill - - -		
Silver Hill - - -			Woodmount - - -		
Slievenalecka - - -			Ten Islands - - -		
Two Islands - - -					
Ballynahown - - -			Ballyduffbeg - - -		
Ballynalackan - - -			Ballynoe - - -		
Caherbarnagh - - -			Cloonmackan - - -		
Carrownycleary - - -			Formoyle Eighteragh, East - - -		
Cloghaun - - -			Formoyle Eighteragh, West - - -		
Craggycorradan, East - - -		Cloghaun.	Formoyle Oughteragh, East - - -		Formoyle.
Kilmoon, East - - -			Formoyle Oughteragh, West - - -		
Kilmoon, West - - -			Glennageer - - -		
Knockaskeheen - - -			Knockalassa - - -		
Dughtdarra - - -			Magherabaun - - -		
Poulskaboy - - -					
Poulnagun - - -					
Bauntlieve - - -			Ballybreen - - -		
Boolinrudda - - -			Ballygoonaun - - -		
Boolyduff - - -			Ballyhomulta - - -		
Boolynamiscaun - - -			Ballykeel, North - - -		
Cloonanaha - - -			Ballykeel, South - - -		
Cloontysmarra - - -		Cloonanaha.	Ballykinvarga - - -		
Curraghodea - - -			Ballyshanny - - -		
Derryharriv - - -			Caherminnaun, East - - -		
Gortalougha - - -			Cohy - - -		
Knockogonnell - - -			Commonage - - -		
Kylea - - -			Creggaun - - -		
Letterkelly - - -			Doon - - -		Kilfenora,
Muckinish - - -			Fanta Glebe - - -		
Skaghvickincrow - - -			Kilcarragh - - -		
			Kilfenora - - -		
Ardmora - - -			Lisket - - -		
Carrowvere - - -			Maryville - - -		
Clooney, North - - -			Lickeen, East - - -		
Clooney, South - - -			Lickeen, West - - -		
Drinagh - - -			Roughan - - -		
Gorteenmacnamara - - -		Clooney.			
Loughnagowan - - -					
Martry - - -					
Moanreel, North - - -					
Moanreel, South - - -					
Russa - - -					
Teerleheen - - -					
Ardnacullia, North - - -			Ballyfaudeen - - -		
Ardnacullia, South - - -			Caheraderry - - -		
Ballingaddy, East - - -			Curraghadoo - - -		
Ballingaddy, West - - -			Carrowduff - - -		
Ballymacravan - - -		Ennistymon.	Carrownahooan, East - - -		
Caherycoosaun - - -			Carrownahooan, West - - -		
Calluragh, East - - -			Knocknaskeagh - - -		Killaspuglo- nane.
Calluragh, West - - -			Moymore, North - - -		
			Moymore, South - - -		
			Rannagh - - -		
			Tullamore - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNISTYMON— <i>continued.</i>	All the Town- lands in this Union are in the County of Clare.		ENNISTYMON— <i>continued.</i>	All the Town- lands in this Union are in the County of Clare.	
Augavinna - - -			Gortnacloy - - -		
Ballaghaline - - -			Illaunbaun - - -		
Ballycahan - - -			Keelkyle - - -		
Ballycullaun] - - -			Knockacarn - - -		
Ballyvara - - -			Knockacullea, North - - -		
Ballyvoe - - -			Knockacullea, South - - -		
Boherboy - - -			Knockatullaghaun - - -		
Cahermaclanchy - - -			Knockneppy - - -		
Carnaun - - -			Knockpatrick - - -		
Coogyulla - - -			Knockroe - - -		
Crab Island - - -			Lavarreen - - -		
Cronagort, East - - -		Killilagh.	Moananagh - - -		
Cronagort, West - - -			Mooghna - - -		
Doolin - - -			Renalicka - - -		
Doonmacelim - - -			Shanbally - - -		
Doonnagore - - -			Spang - - -		
Glashabeg - - -					
Glashamore - - -			Breaffy, North - - -		
Killilagh - - -			Breaffy, South - - -		
Lough, North - - -			Cloonbony - - -		
Lough, South - - -			Carrowkeel - - -		
Teergonean - - -			Dough - - -		
Toomullin - - -			Glendine, South - - -		
			Illaun - - -		
Ballyalla - - -			Kilcorcoran - - -		
Ballydeely - - -			Knockloskeraun - - -		
Caherlooskaun - - -			Leagard, North - - -		
Carrowduff - - -			Leagard, South - - -		
Carroweragh - - -		Kilshanny.	Poulawillin - - -		
Carrowmanagh, North - - -					
Carrowmanagh, South - - -			Aillbrack - - -		
Derreen - - -			Attycristora - - -		
Drumminagran - - -			Calluragh, South - - -		
Fanaleen - - -			Carrowgar - - -		
			Carrowntedaun - - -		
Ardnahea - - -			Clooneybreen - - -		
Ballycotteen, North - - -			Clooneyogan, North - - -		
Ballycotteen, South - - -			Clooneyogan, South - - -		
Ballyjellery - - -			Cragg - - -		
Ballyheen - - -		Liscannor.	Fahanlunaghtabeg - - -		
Ballyvorda - - -			Fahanlunaghtamore - - -		
Caherycahill - - -			Illaunbaun - - -		
Killaspuglonane - - -			Lackamore - - -		
Knocknaraha - - -			Maghera - - -		
Laghcloon - - -			Moybeg - - -		
Laghvally - - -			Moymore - - -		
Liscannor - - -			Rinneen - - -		
Rannagh - - -			Toor - - -		
			Tooreen - - -		
Ardeamush - - -			Tullygarvan, East - - -		
Aughiskabeg - - -			Tullygarvan, West - - -		
Aughiskamore - - -					
Ballyryan - - -			Boghil - - -		
Ballysallagh - - -			Ballytrasna - - -		
Caherkinallia - - -			Caheramore - - -		
Caherkinallia - - -			Carrowkeel - - -		
Cahermacrusheen - - -			Cloongarve - - -		
Craggycorradaun, West - - -		Lurraga.	Coolpekaun - - -		
Gortaclob - - -			Crosscoraun - - -		
Island - - -			Gortnaboul - - -		
Knockacarn - - -			Lisdoony, East - - -		
Knockaguilla - - -			Lisdoony, West - - -		
Knocknaranhy - - -			Laraghakea - - -		
Laghtmurreda - - -			Porsoon - - -		
Lurraga - - -			Smithstown - - -		
Toornahooan - - -			Slievenagry - - -		
			Tooreen - - -		
Ballyvranneen - - -					
Derrymore - - -					
Feagreen - - -		Magherareagh.			
Furraglaun - - -					
Garraun - - -					

Magherareagh.

Miltown Malbay.

Moy.

Smithstown.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ERMOY:	All the Town- lands in this Union are in the County of Cork.		FERMOY—continued.	All the Town- lands in this Union are in the County of Cork.	
Aghern, East - -	- -	Aghern.	Garraunigerinagh - -	} Castle Hyde.	
Aghern, West - -	- -		Knockananig - -		
Ballylusky - -	- -		Labbacallee - -		
Ballymacsimon - -	- -		Sheepwalk, East - -		
Garryantagart - -	- -		Sheepwalk, West - -		
Garrycaheragh - -	- -				
Glentrasna - -	- -		Ballyarra - -		
Glentrasna, North - -	- -		Ballyoran - -		
Glentrasna, South - -	- -		Corrin - -		
Knocknagapple - -	- -		Deerpark - -		
Park - -	- -	Ballyhooley.	Farran, North - -	} Castlelyons.	
Rathdrum - -	- -		Farran, South - -		
			Glenarousk - -		
Ballyhooley, North - -	- -		Kill, St. Anne, North - -		
Ballyhooley, South - -	- -		Kill, St. Anne, South - -		
Castleblagh - -	- -		Mohera - -		
Conva - -	- -		Spurree - -		
Gortroche - -	- -				
			Anne's Grove - -		
Ballinlegane - -	- -	Ballynoe.	Ballinaltibeg - -	} Castletown- roche.	
Ballinscurloge - -	- -		Ballinvoher - -		
Ballycullane - -	- -		Ballyadeen - -		
Ballyknock - -	- -		Ballydoyle - -		
Ballyknock, North - -	- -		Ballygrilliban - -		
Ballyknock, South - -	- -		Ballyhimock - -		
Ballymonteen - -	- -		Castletownroche - -		
Ballynattin - -	- -		Castle Widenham - -		
Ballynoe - -	- -		Connaberry - -		
Booladurragha, North - -	- -		Lisnagoorneen - -		
Booladurragha, South - -	- -	Carrig.	Lisnagoorneen - -	} Coole.	
Cullenagh - -	- -		Lougharuane - -		
Garraneribbeen - -	- -		Naglesborough - -		
Garryduff - -	- -		Serarour - -		
Glenreagh - -	- -		Skenakilla - -		
Glentane - -	- -		Sleemana - -		
Killasseragh - -	- -				
Kilphillibeen - -	- -		Ballinveelig - -		
Knockakeo - -	- -		Ballyhamsherry - -		
Longueville, North - -	- -		Ballymurphy, Lower - -		
Longueville, South - -	- -	Castlecooke.	Ballymurphy, Upper - -	} Curraglass.	
Rathdrum - -	- -		Ballynafauna - -		
Shanaboola - -	- -		Ballyrobert - -		
			Ballyrobert - -		
Bunaglanna - -	- -		Ballytrasna - -		
Carrig - -	- -		Bawnaglogh - -		
Chimneyfield - -	- -		Bettyville - -		
Commons - -	- -		Boolabwee - -		
Glannasack - -	- -		Careysville - -		
Inchinanagh - -	- -		Clondulane, North - -		
Killeagh - -	- -	Castle Hyde.	Clondulane, South - -	} Curraglass.	
Knockdoorty - -	- -		Coole, Lower - -		
Knoppoge - -	- -		Coole, Upper - -		
Moneygorm - -	- -		Curragh, Lower - -		
Toorgarriff - -	- -		Curragh, Upper - -		
			Garrynoe - -		
Ballynamuddagh - -	- -		Grange - -		
Castlecooke - -	- -		Kilbarry - -		
Cronohill - -	- -		Kilmagner - -		
Knockatrasnane - -	- -		Knockdromaclogh - -		
Propoge - -	- -	Curraglass.	Knockdromaclogh - -	} Curraglass.	
			Rathbarry - -		
Acres - -	- -		Towermore, Lower - -		
Ballyvarthur - -	- -		Towermore, Upper - -		
Castle Hyde - -	- -				
Castle Hyde, East - -	- -		* Ballyclogh - -		
Castle Hyde, West - -	- -		Ballyerrin - -		
Coolemucky - -	- -		Belvidere - -		
Coolemucky - -	- -		Blackpool - -		
Coole - -	- -		Carrigeen, East - -		
Cullenagh - -	- -	Curraglass.	Carrigeen Hill - -	} Curraglass.	
Deerpark - -	- -		Carrigeen, West - -		
Farranlaheshery, East - -	- -		Castlevew - -		
			Curraglass, East - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>FERMOY—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>FERMOY—continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Curraglass, West - -			Ballykeating - - -		
Frankfort - - -			Ballylegan - - -		
Glasshouse - - -			Ballynamona - - -		
Glenatore, Lower - -			Ballynamongaree - -		
Glenatore, Upper - -			Ballynaraha - - -		
Glengoura, Lower - -			Ballyquane - - -		
Glengoura, Upper - -			Boherash - - -		
Gortnafira - - -			Clontinty - - -		
Inchyallah - - -			Corbally - - -		
Kilmacow - - -			Cuarraghoomore - -	- - -	Glanworth, West.
Lackbrack - - -			Farranlaheshery, West -		
Lackenbehy - - -			Glanworth - - -		
Lisnabrin Lodge - -			Laght - - -		
Lisnabrin, Lower - -	- - -	Curraglass.	Laharan - - -		
Lisnabrin, North - -			Moneen - - -		
Lisnabrin, South - -			Parkacunna - - -		
Moogeely, Lower - -			Rathdaggan - - -		
Moogeely, Upper - -			Sandville - - -		
Mount Prospect - -			String - - -		
Poundfields - - -					
Rosybower - - -			Ballard - - -		
Shanakill, Lower - -			Billeragh, East - -		
Shanakill, Upper - -			Billeragh, West - -		
Slieveadoctor - - -			Crinnaghtane - - -		
Templevally - - -			Curraghanolomer - -	- - -	Gortnaskehy.
Vinepark - - -			Gortnaskehy - - -		
Woodview - - -			Lyre - - -		
			Lyre (Barry) - - -		
			Lyreen - - -		
Ballynamona - - -					
Ballynoe - - -			Ballinterry - - -		
Ballyvoskillakeen - -			Ballinure - - -		
Ballgavadona - - -			Ballinvarrig, East - -		
Boherderroge - - -			Ballinvarrig, West - -		
Carrigabrick - - -			Ballinwillin - - -		
Carrigatoortane - -			Ballyda - - -		
Carrignagroghera - -			Ballyglissane - - -		
Coolcarron - - -			Ballynagore - - -		
Duntahane - - -			Ballynakilla - - -		
Fermoy - - -	- - -	Fermoy.	Ballynanelagh - - -		
Gearagh - - -			Ballynoe - - -		
Goretore - - -			Ballyready - - -		
Grange, East - - -			Ballyrobert - - -		
Grange, West - - -			Baneena, North - -		
Licklash - - -			Baneena, South - -		
Lisasallagh - - -			Clykeel, North - - -	- - -	Gortroe.
Lisasallagh - - -			Clykeel, South - - -		
Loughnahilly - - -			Cronavan - - -		
Mountrivers - - -			Curraghphilibbode - -		
Rathhealy - - -			Garryantaggart - -		
Strawhall - - -			Hightown - - -		
			Hollyhill - - -		
Ballinglanna, North -			Killamurren - - -		
Ballinglanna, South -			Kilshannig, Upper -		
Ballyclogh - - -			Knockeennagroagh - -		
Ballyhindon - - -			Knocknabooly - - -		
Ballynahow (Murrough) -			Lackabea, East - - -		
Ballynahow (Spiers) -			Lackabea, West - - -		
Ballynoe, East - - -			Lisurla - - -		
Ballynoe, West - - -			Monananig - - -		
Ballyvolock - - -			Monananig - - -		
Cornhill - - -					
Cuppage - - -			Ardra - - -		
Curraghagalla, North -	- - -	Glanworth, East.	Ballydaw - - -		
Curraghagalla, South -			Ballydaw - - -		
Downing, North - - -			Ballynella - - -		
Downing, South - - -			Ballyogaha, East - -		
Dunmahon - - -			Ballyogaha, North - -		
Glenwood - - -			Ballyogaha, West - -	- - -	Kilcor.
Killeagh - - -			Ballyoneen - - -		
Knockacappul - - -			Ballyvolane - - -		
Knockanenabohilly - -			Britway - - -		
Lisleagh - - -			Caherduggan - - -		
Manning - - -			Caherdessert - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>FERMOY—continued.</i>	All the Town- lands in this Union are in the County of Cork.		<i>FERMOY—continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Commons - - -			Ballinrush - - -		
Curragherd - - -			Ballinrush - - -		
Desert - - -			Ballinvoher - - -		
Kilcor, North - - -			Ballyderown - - -		
Kilcor, South - - -			Ballynacarriga - - -		
Killawillin - - -	- - -	Kilcor.	Coolaneague - - -		
Knoppoge - - -			Coolmoohan - - -		
Mellenfontstown - - -			Glansheskin - - -		
Peafield - - -			Graigue - - -		
Pellick - - -			Kilclogh - - -		
Rathaneague - - -			Killally, East - - -		
			Killally, West - - -	- - -	Kilworth.
Ballydague - - -			Kilworth - - -		
Bridgetown, Lower - - -			Knockanohill - - -		
Bridgetown, Upper - - -			Maryville - - -		
Clifford - - -			Monadrisbane - - -		
Cloon - - -			Moorepark - - -		
Glandonohoe - - -			Moorepark - - -		
Grange - - -	- - -	Kilcummer.	Moorepark, West - - -		
Kilcummer, Lower - - -			Shanacloon - - -		
Kilcummer, Upper - - -			Toor - - -		
Kilquane - - -			Whitebog - - -		
Kylenahoory - - -					
Renny, Lower - - -			Ballybride, Lower - - -		
Renny, Upper - - -			Ballybride, Upper - - -		
			Ballydorgan - - -		
Ardarou - - -			Bridepark - - -		
Aunamihoonagh - - -			Carrigmore - - -		
Behernagh, Lower - - -			Clashaganniv - - -		
Behernagh, Upper - - -			Conna - - -		
Bridestown - - -			Cooladurragh - - -		
Coolea - - -			Coolbaun - - -		
Corbally - - -			Curraheha - - -		
Gearagh - - -			Curraheha - - -		
Glanakip - - -			Curraheen - - -		
Glannagaul - - -			Garrynagoul - - -		
Glanreagh - - -			Glebe - - -	- - -	Knockmourne.
Kildinan - - -			Glenagurteen - - -		
Killuntin, North - - -	- - -	Kildinan.	Kilclare, Lower - - -		
Killuntin, South - - -			Kilclare, Upper - - -		
Knockaunacorrin - - -			Kilcoran, North - - -		
Lackendarragh, Mid. - - -			Kilcoran, South - - -		
Lackendarragh, North - - -			Killavarilly - - -		
Lackendarragh, South - - -			Knockastickane - - -		
Moanlahan - - -			Marstown - - -		
Mullenataura - - -			Monagoun - - -		
Portduff - - -			Moydilliga - - -		
Prap - - -			Rossnabrone - - -		
Raheen - - -			Shean - - -		
Shanaclogh - - -			Waterpark - - -		
Shanavagha - - -					
Shanbally - - -			Ballynalacken - - -		
			Ballynaparka, North - - -		
Ballymacallen - - -			Ballynaparka, South - - -		
Ballymaclawrence - - -			Coolalisheen - - -		
Ballymacphilip - - -			Kilmurry, North - - -	- - -	Leitrim.
Ballynamuddagh - - -			Kilmurry, South - - -		
Cappagh - - -			Knockaskehane - - -		
Commons - - -			Kylebeg - - -		
Coolinny - - -			Leitrim - - -		
Cregg, North - - -			Macronev, Lower - - -		
Creggolympry, North - - -			Macronev, Upper - - -		
Creggolympry, South - - -	- - -	Killathy.			
Cregg, South - - -			Ballybrowney, Lower - - -		
Gurteen - - -			Ballybrowney Mountain - - -		
Inchinapallas - - -			Ballybrowney, Upper - - -		
Johnstown, East - - -			Ballynahina - - -		
Johnstown, West - - -			Barranahash - - -	- - -	Rathcormack.
Killathy - - -			Bridgeland, East - - -		
Kingston's Fields - - -			Bridgeland, West - - -		
Knocknamadderee - - -			Coolnakilla - - -		
Lisheen - - -			Curraghaprevin - - -		
Templenoe - - -			Curraghtemore - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ALWAY— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway.		GALWAY— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Boleybeg, West - - -			Cahergowan, or Summer- field - - -		
Boleynasruhaun - - -			Caraun - - -		
Brownville - - -			Clare Galway - - -		
Cappagh - - -			Curraghmore - - -		
Cloghscoltia - - -			Gortadooey - - -		
Cloonagower - - -			Gorteloonmore - - -		
Clybaun - - -			Kiniska - - -		
Corboley (Lynch) - - -			Knockdoemore - - -	- - -	Clare Galway.
Corboley (Morgan) - - -			Laghtgeorge - - -		
Corcullen - - -			Lecarrowmore - - -		
Derryloney - - -			Montiagh, North - - -		
Drum, East - - -			Montiagh, South - - -		
Drum, West - - -			Mullaghruttery - - -		
Forramoyle, East - - -			Peek - - -		
Forramoyle, West - - -			Rooaunmore - - -		
Freeport - - -			Waterdale - - -		
Gortnalecka - - -					
Keeraun - - -					
Killeen - - -					
Kimmeenmore - - -	- - -	Barna.	Ballynamanagh, East - - -		
Knockaunnacarragh - - -			Ballynamanagh, West - - -		
Knocknacarragh - - -			Cloghalahard - - -		
Lacklea - - -			Creggannabeg - - -		
Lenabower - - -			Creggannamore - - -		
Lenarevagh - - -			Fiddaun Island - - -		
Lisheenakeeran - - -			Gortard - - -		
Loughinch - - -			Hillpark - - -		
Mincloon - - -			Islandeddy - - -		
Newvillage - - -			Kilcornan - - -	- - -	Clarinbridge.
Odd Acres - - -			Moneyduff - - -		
Oranhill - - -			Oranhill - - -		
Pollagh - - -			Parkroe - - -		
Rusheen - - -			Rinville, East - - -		
Seapoint - - -			Rinville, West - - -		
Shanballyduff - - -			Slieveaun - - -		
Shangort - - -			Stradbally, East - - -		
Tonabrocky - - -			Stradbally, North - - -		
Trusky, East - - -			Stradbally, South - - -		
Trusky, West - - -			Tarramud - - -		
			Tonroe - - -		
Belville Demesne - - -					
Caherateemore, North - - -			Ballinvoher - - -		
Caherateemore, South - - -			Ballybrone - - -		
Carraun - - -			Ballyglass - - -		
Cloonavaddoge - - -			Ballynasheeoige - - -		
Crooroe Park - - -			Barnaboy - - -		
Cossaun - - -	- - -	Belleville.	Canteeny - - -		
Farravaun - - -			Carheenla - - -		
Glenmore - - -			DerrymacLaughna - - -	- - -	Deerpark.
Gortavaura - - -			Garraun - - -		
Kilskeagh - - -			Island - - -		
Laraghbeg - - -			Laraghmore - - -		
Mount Browne - - -			Mira - - -		
Sheeaunpark - - -			Monard - - -		
			Parkgarve - - -		
Caherlea - - -			Rathfee - - -		
Carnmore, West - - -					
Cregboy - - -			Allaphreaghau - - -		
Gortatleva - - -	- - -	Carnmore.	Ballynahown - - -		
Lakeview - - -			Cushmaigmore - - -		
Lissarulla - - -			Derryerih - - -		
Lydacan - - -			Derryloughaun, East - - -		
			Derryloughaun, West - - -		
Angliham, or Gortacallow - - -			Derryoughter - - -		
Ballindooly - - -			Furboghgarve - - -		
Carrowbrowne - - -			Knockanavoddy - - -	- - -	Furbogh.
Cloon - - -			Knockarasser - - -		
Cloonacauneen - - -			Knocknagreana - - -		
Cloonacauneen - - -	- - -	Carrowbrowne.	Laughill - - -		
Coarsefield - - -			Lettergunnett - - -		
Kilroughter - - -			Polleeny - - -		
Pollaghrevah - - -			Seershin - - -		
Sylaun - - -			Shannafreaghoge - - -		
Four small Islands - - -			Stripe - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>GALWAY—continued.</i>	All the Town- lands in this Union are in the County of Galway.		<i>GALWAY—continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Acres - - -	-		Foal Island - - -	-	
Attithomasrevagh - - -	-		Inveran - - -	-	
Ballagh - - -	-		Keeraunnagark, North - - -	-	
Ballinfoile - - -	-		Keeraunnagark, South - - -	-	
Ballybaanbeg - - -	-		Knockadoagh - - -	-	Kilcummin.
Ballybaanmore - - -	-		Minna - - -	-	
Ballybrit - - -	-		Rossaveel - - -	-	
Barnacranny - - -	-		Tully - - -	-	
Bushypark - - -	-		Tonacrick - - -	-	
Cappanaveagh - - -	-				
Castlegar - - -	-		Boliskaeigher - - -	-	
Cloghatisky - - -	-		Boliskaoughter - - -	-	
Coolagh - - -	-		Bohoona, East - - -	-	
Coolanillaun - - -	-		Bohoona, West - - -	-	
Dangan, Lower - - -	-		Cloghernalaura - - -	-	
Dangan, Upper - - -	-		Finnaun - - -	-	Killannin.
Glenanail - - -	-		Kilroe, East - - -	-	
Gortatleva - - -	-		Kilroe, West - - -	-	
Hare Island - - -	-		Letterfir - - -	-	
Kentfield - - -	-		Shannawoneen - - -	-	
Kilcorkey - - -	-		One small Island - - -	-	
Lenaboy - - -	-				
Letteragh - - -	-		Cahernaskilleeny - - -	-	
Menlough - - -	-	Galway.	Caraunkeelwy - - -	-	
Merlinpark - - -	-		Coolaran - - -	-	
Milestone - - -	-		Crusheeny - - -	-	
Murroough - - -	-		Kiltroge - - -	-	
Mutton Island - - -	-		Kiltroge - - -	-	
Newcastle - - -	-		Knockdoemore - - -	-	Lackaghbeg.
Parkmore - - -	-		Knockdoebeg, East - - -	-	
Pollnarooma, East - - -	-		Knockdoebeg, West - - -	-	
Pollnarooma, West - - -	-		Lackaghbeg - - -	-	
Rabbit Island - - -	-		Lackaghmore - - -	-	
Rahoon - - -	-		Monroe - - -	-	
Rahylin Glebe - - -	-		Turloughmore Common - - -	-	
Rinmore - - -	-				
Roscan - - -	-		Ancloggreen - - -	-	
Shantallow - - -	-		Barravilla - - -	-	
Terryland - - -	-		Baunmore - - -	-	
Tievegarraf - - -	-		Caherlea - - -	-	
Tonnacurragh - - -	-		Carheeny - - -	-	
Townparks - - -	-		Carheeny - - -	-	
Townparks - - -	-		Carraghy - - -	-	
Wellpark - - -	-		Carrowbeg, North - - -	-	
Twelve small Islands - - -	-		Carrowbeg, South - - -	-	
Three Islands in Lough Corrib - - -	-		Castlecreevy - - -	-	
			Cloghaun - - -	-	
			Cloghaun - - -	-	
			Corbally - - -	-	
			Cregg - - -	-	
Brannock, East - - -	-		Drumbaun - - -	-	Liscananau
Brannock Island - - -	-		Drumgriffin - - -	-	
Brannock, Middle - - -	-		Gardenham, or Garry- more - - -	-	
Brannock, South - - -	-		Gardenham, or Garry- more - - -	-	
Carrowlisheen - - -	-	Inishmore.	Glebe - - -	-	
Carrowntemple - - -	-		Gortroe - - -	-	
Inisheer - - -	-		Liscananaun - - -	-	
Killeany - - -	-		Mullaghadrums - - -	-	
Kilmurry - - -	-		Nine Acres - - -	-	
Oghil - - -	-		Racoona - - -	-	
Onaght - - -	-		Slievefin - - -	-	
Rock - - -	-		Tonagarraun - - -	-	
Straw Island - - -	-				
One small Island - - -	-				
			Ballymoneen - - -	-	
Ballintleva - - -	-		Carnmore, East - - -	-	
Ballynahown, North - - -	-		Cashla - - -	-	
Ballynahown, South - - -	-		Cregcarragh - - -	-	
Banraghbaun, North - - -	-		Cregmore - - -	-	Lisheenav
Banraghbaun, South - - -	-	Kilcummin.	Grange, East - - -	-	
Cartron - - -	-		Grange, West - - -	-	
Cartronlahan - - -	-		Islandmore - - -	-	
Cloghmore, North - - -	-		Lisheenavalla - - -	-	
Cloghmore, South - - -	-				
Derrogh, South - - -	-				
Derrykyle - - -	-				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ALWAY— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway.		GALWAY— <i>continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Addragool - - -			Lippa - - - -		
Aubwee - - - -			Park - - - -		
Ballycurke, East - -			Shannagurraan - -		
Ballycurke, West - -			Sheeaunroe - - -		
Clooniff - - - -			Spiddle, East - - -		
Clydagh - - - -			Spiddle, Middle - -		
Corcullen - - - -			Spiddle, West - - -		
Friar's Island - - -			Truskaunnagappul -		
Kylebroghlan - - -		Moycullen.			
Lissagurraun - - -			Billinillaun - - -		
Moycullen - - - -			Coldwood, or Forkhill -		
Pollagh - - - -			Coolsrahra - - -		
Pollnaclogha - - -			Coolsrahra - - -		
Tooreeny - - - -			Derrydonnell, North -		
Tumnasrah - - - -			Derrydonnellbeg - -		
Uggool - - - -			Mountain, West - - -		
Three small Islands -			Moyveela - - - -		
			Moyveela - - - -		
Ballyngaeha - - -			Palmerstown - - -		
Bushfield - - - -			Shantallow - - - -		
Carrowmoneash - - -					
Deerpark - - - -			Ballydotia - - - -		
Frenchfort - - - -			Ballynahallia - - -		
Glennascaul - - - -			Boghilmore - - - -		
Implot - - - -					
Millplot - - - -			Carrowlustraun - - -		
Monymore, East - - -		Oranmore.	Cartoor - - - -		
Monymore, West - - -			Cloenabinnia - - -		
Oranbeg - - - -			Curra - - - -		
Oranmore - - - -			Currawatia - - - -		
Rinn - - - -					
Rockhill - - - -			Deerfield, or Gortnavea		
Rocklands - - - -			Drimcong - - - -		
Oranmore Village - -			Drumaveg - - - -		
Lord Fitzgerald's Island			Gortachalla - - - -		
			Gortaghokera - - -		
Aille - - - -			Gortnamona, East - -		
Bovroughaun - - -			Gortnamona, West - -		
Cloghernagun - - -			Gortyloughlin - - -		
Cornarona - - - -			Illaunnashinnagh Islands		
Formwall - - - -			Illaunnaskeagh - - -		
Glenbicmurrin - - -		Selerna.			
Glennaun - - - -			Kilcloggaun - - - -		
Knock, South - - -			Killarainy - - - -		
Loughaunbeg - - -			Knockshanbally - - -		
Shannapeearteen - - -			Leagaun - - - -		
			Portdarragh - - - -		
Ardderroo - - - -			Tullokyne - - - -		
Coolagh - - - -			Twenty - three small Islands - - - -		
Corbally - - - -					
Dovepark - - - -			GLENNAMADDY:		
Drimneen - - - -			Ardeevin - - - -		
Drumavohaun - - -			Ballinapeaka - - -		
Keeagh - - - -			Ballinastack - - -		
Killagoola - - - -			Bushtown - - - -		
Knockaunranny - - -					
Knockranny - - - -		Slieveaneena.	Classaghroe - - - -		
Knockbane - - - -			Cloonnacross - - -		
Lealetter - - - -			Cloonlara, North - -		
Letter - - - -			Cloonminda - - - -		
Newtown - - - -			Cornacoyntia - - -		
Oghery - - - -			Cultiafadda - - - -		
Polleha - - - -					
Rinneen - - - -			Felimspark - - - -		
Slieveaneena - - -			Gorteen - - - -		
Uggool - - - -			Knockauns, East - -		
			Knockauns, West - -		
Finisklin - - - -			Loughpark - - - -		
Killough - - - -					
Knock - - - -			Stonepark - - - -		
Knockalough - - -		Spiddle.	Stonetown - - - -		
Lettermas - - - -			Straid - - - -		
Letterpeak - - - -			Swiftsacre - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GLENNAMADDY—continued.	All the Town- lands in this Union are in the County of Galway, ex- cept Cloona- darragh, East, in Ballymoe Electoral Di- vision.	Ballymoe.	GLENNAMADDY—continued.	All the Town- lands in this Union are in the County of Galway, ex- cept Cloona- darragh, East, in Ballymoe Electoral Di- vision.	Cloonkeen.
Ballaghymurry - -			Cogaula - - -		
Bookalagh - - -			Cornaminaun - -		
Bracklagh - - -	East		Derreen, Lower - -		
Cloonadarragh - -			Derreen, Upper - -		
Cloonadarragh, (Roscommon) - -			Fortbrown - - -		
Cloonee - - -			Kead - - -		
Cloonruff - - -			Laughil - - -		
Corlackan - - -			Lenaboy - - -		
Corliskea - - -			Lissacarha - - -		
Cornamucklagh - -			Monairmore - - -		
Curries - - -					
Durrow - - -			Camderry - - -		
Gilkagh, East - -			Clooncullaun - -		
Gilkagh, West - -			Creggauns - - -		
Knockogonnell - -			Creggs - - -		
Lisnageeragh - -			Cuilnacappy - -		
Marnellsgrove - -			Curraghboy - -		
Tobinstown - - -			Funshin - - -		
Treanboy - - -			Fairfield - - -		
			Gortnadeeve, East -		
Aghalateeve - - -			Gortnadeeve, West -		
Ballincurry - - -			Gortnalavey - - -		
Ballyfinegan - - -			Gorteinfadda - - -		
Ballynakill - - -			Knockmascahill - -		
Clooncah - - -			Lahaghllass, North -		
Clooncunny - - -			Lahaghllass, South -		
Cloonfaghna - - -			Leaha - - -		
Corgarve - - -			Lenarevagh - - -		
Corrspark - - -			Millford - - -		
Corlackan - - -			Millpark - - -		
Curraghrevagh - -			Moat - - -		
Derreen - - -			Moneenroe - - -		
Garraunmore - - -			Park - - -		
Gilinsk - - -			Rabbitpark - - -		
Gortmorris - - -			Skahaghard - - -		
Keelogesbeg - - -			Tallavnamraher - -		
Lenanmarla - - -					
Mocneen - - -			Cappagh - - -		
Newtown - - -			Corracullin - - -		
Sonnagh - - -			Corramaeecagh - -		
Sonnagh - - -			Cuilsallagh - - -		
Treanpark - - -			Curraghbeg - - -		
Ussey - - -			Curraghmore - - -		
			Derrooghs - - -		
Ballinphuill - - -			Derrynabrin - - -		
Boyounaghbeg - -			Killasmuggaun - -		
Boyounaghmore - -			Newcastle - - -		
Cashel - - -			New Forest - - -		
Cloonkeen - - -			Rockfield, East - -		
Eskeromullacaun -					
Gortagaunny - - -			Ardoslough - - -		
Meelick - - -			Ashfield - - -		
			Ballyhard - - -		
Ballinlass - - -			Barna - - -		
Bannoges, North -			Cloondoylebeg - -		
Carrowkeel - - -			Cloondoylemore - -		
Carrowkeelanahglass -			Clooncon, East - -		
Carrownagur - - -			Clooncon, West - -		
Carrownryla - - -			Cloonlara, South - -		
Cloonmore - - -			Common - - -		
Gorteen - - -			Faartan - - -		
Killuney - - -			Frass - - -		
Killavoher - - -			Glennamaddy - - -		
Slieve - - -			Gortnagier, East - -		
Woodfield - - -			Gortnagier, West - -		
			Mountkelly - - -		
Ballyedmond - - -			Scotland - - -		
Cappantruhaun - -			Shannaghbeg - - -		
Cloonagh - - -			Shannaghmore - -		
Cloonboobeg - - -			Sonnagh, East - - -		
Cloonboomore - - -			Sonnagh, West - - -		
Cloonkeennagran -			Timacat - - -		
Cloonkeen (Waldron) -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ENNAMADDY—continued.	All the Town-lands in this Union are in the County of Galway, except Cloonadarragh, East, in Ballymoe Electoral Division.	Island.	GLENNAMADDY—continued.	All the Town-lands in this Union are in the County of Galway, except Cloonadarragh, East, in Ballymoe Electoral Division.	Scregg.
Ballaghaugeag, East			Gortnahaskany		
Castlefield			Moat		
Derrywode			Richmond		
Farm			Scregg, East		
Forty acres			Scregg, West		
Island, East			Trasternagh, South		
Island, West					
Kilbeg			Aeres		
Kiltybannan			Attidavock		
Knockanarra			Ballaghduff		
Lettera			Carrowleana		
Moneen			Cloonconore		
Moneenally			Curraghlehannagh		
Moorfield			Fiddaun		
	Glebe				
Ballaghaugeag, West	Highstreet	Shankill.			
Ballyglass, Middle	Kilcornan				
Ballyglass, North	Kilkerrin				
Ballyglass, South	Lehinch				
Ballyglass, West	Marganure				
Ballyroe	Milltown				
Carrownderry	Patch				
Castletogher	Shankill, East				
Cornanaiff	Shankill, West				
Corralough	Slieveroe				
Corralough, South	Tullaghaun				
Gortdrishagh					
Kilcooley	Beagh				
Kilsallagh	Brierfort				
Liskea	Carrowneany				
Monasterowen	Carrowroe	Templetogher.			
Pollaneyster	Cartron, East				
Pollshask	Cartron, West				
Springfield	Cloonmaghaura				
	Coothagh				
Ahaun	Croaghill				
Carrowntober, East	Curragh, East				
Carrowntober, West	Flaskaghmore				
Castletown	Gortduff				
Creggaun	Kildaree				
Glen	Kilmore				
Kiltullagh	Kilnalag				
Leburick	Knockaunnageeha				
Monagormley	Lisrivis				
Rockfield, West	Parkbaun				
	Pollarassa				
Bracklagh	Polleagh, North	Toberadosh.			
Cloonmacat	Polleagh, South				
Gortgarrow	Pollremon				
Kippaunagh	Pollynoon				
Lerhin					
Lettera	Attiflynn				
Lisheennaheltia	Ballaghdorragha				
Parkbaun	Ballintava				
Park, East	Ballywataire				
Park, West	Castle				
Patch	Cluid				
Polleighter	Curragh, West				
Shantallow	Flaskaghbeg				
Timadooan	Gortaleam				
Timard	Kilnalappa				
	Kiltivna				
Annaghbeg	Knockaunblack	Toberroe.			
Ballinphuill	Lissyconor				
Cloonkeenclare	Tobernaclug				
Cloonkeenleanode					
Cloonkeeneighter	Ardagh				
Cloonkeenoughter	Balling				
Cuilmore	Curraghmulmurry				
Derrinlough	Keeloges, East				
Derrynagran	Keeloges, West				
	Kilcolumb				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.								
GLENNAMADDY— <i>continued.</i> Kilmaurickard - - - Lisnageeragh - - - Oughtagh - - - Rosdaul - - - Toberroe, East - - - Toberroe, West - - - Turlough - - -	All the Townlands in this Union are in the County of Galway, except Cloonadarragh, East, in Ballymoe Electoral Division.	Toberroe.	GLENTIES— <i>continued.</i> Ardmeen - - - Augullies - - - Brockagh - - - Bunawack - - - Crovehy - - - Lettercau - - - Loughagher - - - Meenderryherk Glebe - - - Meenlecknalore - - - Tangaveane - - -	All the Townlands in this Union are in the County of Donegal.	Crovehy.								
GLENTIES: Annagary - - - Braade - - - Carnboy - - - Carrickfin - - - Derrynamansher - - - Drumnacart - - - Drumnacart Mountain Pasture - - - Dunmore - - - Gortnasate - - - Inishfree - - - Killindarragh - - - Loughanure - - - Meenalecky - - - Meenderrynasloe - - - Meenderryowan - - - Mullaghderg - - - Mullaghderg Mountain Pasture - - - Mullaghdoo, Irish - - - Mullaghdoo, Scotch - - - Rinnafarset - - - <i>Seventeen small Islands</i> - - -			All the Townlands in this Union are in the County of Donegal.			Crownarad.							
Aphort - - - Ballintra - - - Calf Island - - - Clogheor - - - Fallagown - - - Gortgarra - - - Illanaran - - - Illion - - - Inishkeeragh - - - Leabgarrow - - - Leabrannagh - - - Plughoge and Leabrannagh Mountain, North - - - Lighthouse Lot - - - Plughoge - - - Plughoge and Leabrannagh Mountain, South - - - Rannagh and Toories - - - Sheep Park - - - <i>Three small Islands</i> - - -							Annagary.	Crownarad.					
Ardara - - - Carrickatlieve Glebe - - - Clonconwal - - - Corraness Glebe - - - Doochill, North - - - Doochill, South - - - Drumbaran - - - Dymnacross - - - Garvegort Glebe - - - Gortnacart Glebe - - - Kilrean, Lower - - - Kilrean, Upper - - - Lurganboy - - - Monargan Glebe - - - Snugborough - - - Stormhill - - - Strawoaghter, Glebe - - - Tullyhonwar - - - Wood Hill - - -									Aran.	Dawros.			
											Ardara.	Doocharry.	
													Dunglow.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NTIES— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.		GLENTIES— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.	
Ballanamore - - -	- - -	Fintown.	Dalraghanbeg - - -	- - -	Glenleheen.
Bintown - - -	- - -		Drumaneany - - -	- - -	
Blennahoghill - - -	- - -		Drumnaha - - -	- - -	
Bingarrow - - -	- - -		Lougherrig - - -	- - -	
Bargnalarkan - - -	- - -		Loughmuck - - -	- - -	
Boughnambraddan - - -	- - -		Meenachullion - - -	- - -	
Meenadoan - - -	- - -		Meenasrone, North - - -	- - -	
Meenagolan - - -	- - -		Meenatawy - - -	- - -	
Meenmore, East - - -	- - -		Meemore, West - - -	- - -	
Mevedeevan - - -	- - -		Meentymorgal - - -	- - -	
			Shalloganmore - - -	- - -	
			Stranagoppoge - - -	- - -	
Bhagh - - -	- - -				
Ballymore - - -	- - -		Buncroo Bog - - -	- - -	
Braade, Lower - - -	- - -		Cleengort - - -	- - -	
Braade, Upper - - -	- - -		Cornagrillagh - - -	- - -	
Bappagh - - -	- - -		Derkbeg - - -	- - -	
Barrick, Lower - - -	- - -		Derkmore - - -	- - -	
Barrick, Upper - - -	- - -		Derryloaghan - - -	- - -	
Breenveen - - -	- - -		Derries - - -	- - -	
Broaghlin - - -	- - -	Glencolumbkille.	Doobin - - -	- - -	
Bergadaghtan - - -	- - -		Doorian - - -	- - -	
Bergadaghtan Mountain - - -	- - -		Drumnalough - - -	- - -	
Meenaneary - - -	- - -		Drumnasillagh - - -	- - -	
Meenavean - - -	- - -		Glenmacannive - - -	- - -	
Meenavaghan - - -	- - -		Gortnamucklagh - - -	- - -	
Kinnakill - - -	- - -		Gortnasillagh - - -	- - -	
Bhanbally - - -	- - -		Kincrum - - -	- - -	
Btraleel, North - - -	- - -		Lelterilly - - -	- - -	
Btraleel, South - - -	- - -		Lougherillan - - -	- - -	
Bmmerawirrinan - - -	- - -		Meenachallow - - -	- - -	
			Meenakilwirra - - -	- - -	
Aighe - - -	- - -		Meenalargan - - -	- - -	
Bellaganny - - -	- - -		Meenanall - - -	- - -	
Bracky - - -	- - -		Meenawannia - - -	- - -	
Bloghboy - - -	- - -		Mullanmore - - -	- - -	
Bommon - - -	- - -		Mullantiboye - - -	- - -	
Bommon Mountain - - -	- - -		Mulnaminbeg - - -	- - -	
Drannogeboy - - -	- - -		Mulnaminmore - - -	- - -	
Drumlin - - -	- - -		Shalloganbeg - - -	- - -	
Drumaghy - - -	- - -		Straboy - - -	- - -	
Drumalough or Lough - - -	- - -		Stranaglogh - - -	- - -	
Hill - - -	- - -		Strasallagh - - -	- - -	
Drumirrin - - -	- - -		Tullyard - - -	- - -	
Edergole - - -	- - -		Tullynaglaggan - - -	- - -	
Garrowchuill - - -	- - -		Urbaldeevan - - -	- - -	
Glengesh - - -	- - -		One small Island - - -	- - -	
Kilcashed - - -	- - -	Glengesh.			
Killasteever - - -	- - -		Ardun - - -	- - -	
Kinnoghty - - -	- - -		Banganboy - - -	- - -	
Liskeeraghan - - -	- - -		Clogher, East - - -	- - -	
Longfield - - -	- - -		Croaghubbrid - - -	- - -	
Meenaboll - - -	- - -		Croveenananta - - -	- - -	
Meenapeaky - - -	- - -		Dalraghanmore - - -	- - -	
Meenagolan - - -	- - -		Drumconcoose - - -	- - -	
Meenakillew - - -	- - -		Edenfinfreagh - - -	- - -	
Meenateia - - -	- - -		Graffy - - -	- - -	
Meentashesk - - -	- - -		Greenans - - -	- - -	
Mullanacary - - -	- - -		Lacklea - - -	- - -	
Newtownburke - - -	- - -		Lacroagh - - -	- - -	
Roechrow - - -	- - -		Lagnagillew - - -	- - -	
Scaddaman - - -	- - -		Lughveen - - -	- - -	
Shanaghan - - -	- - -		Meenabrock - - -	- - -	
Three small Islands - - -	- - -		Meenagrubby - - -	- - -	
			Meenaleenaghan - - -	- - -	
Andrual - - -	- - -		Meenamalragh - - -	- - -	
Beaghmore - - -	- - -		Meenamanragh - - -	- - -	
Clogherachullion - - -	- - -		Meenanarwa - - -	- - -	
Cloghercor - - -	- - -		Meenasrone, South - - -	- - -	
Cloghernagore - - -	- - -	Glenleheen.	Menachuit - - -	- - -	
Coolvoy - - -	- - -		Meenavale - - -	- - -	
Crocam - - -	- - -		Montymeane - - -	- - -	
Currynanerriagh - - -	- - -		Mully - - -	- - -	

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GOREY:	All the Town- lands in this Union are in the County of Wexford.		GOREY—continued.	All the Town- lands in this Union are in the County of Wexford.	
Arragorteen - - -			Ballinasilloge - - -		
Askingarran, Lower - - -			Ballenclare - - -		
Askingarran, Upper - - -			Ballycanew - - -		
Ballinacur - - -			Ballyduff - - -		
Ballinageeloge - - -			Ballyfin - - -		
Ballinagraun, Lower - - -			Ballynamony - - -		
Ballinagraun, Upper - - -			Ballyteige - - -		
Ballinahorna - - -			Boley - - -		
Ballinakill - - -			Bolinready - - -	- - -	Ballycanew.
Ballinatray, Upper - - -			Brackernagh - - -		
Ballybrackan - - -			Cranacrower - - -		
Ballydane - - -			Kilcorkey - - -		
Ballyduff, Lower - - -			Monroe - - -		
Ballyduff, Upper - - -			Nevillescourt - - -		
Ballylusk - - -			Tomagaddy - - -		
Ballyminaun - - -			Tomagaddy, Little - - -		
Ballyminaunhill - - -		Ardamine.	Tomgar - - -		
Ballywalter - - -					
Ballywalterbeg - - -			Ballyellis - - -		
Ballywaltermore - - -			Brideswell, Big - - -		
Boleany - - -			Brideswell, Little - - -		
Doughal - - -			Burrow - - -		
Garrynew - - -			Castlewhite - - -		
Glen (Doyne) - - -			Drummond - - -	- - -	Ballyellis.
Glen (Richards) - - -			Knocknamota - - -		
Killegran - - -			Knockshaunfin - - -		
Knockroe - - -			Money - - -		
Middletown - - -			Park - - -		
Moor - - -					
Parknacross - - -			Annagh - - -		
Raheen - - -			Ballinacrane - - -		
Raheen Moor - - -			Ballinagam, Lower - - -		
Seamount - - -			Ballinagam, Upper - - -		
			Ballinastudd - - -		
Ballinclare - - -			Ballyart - - -		
Ballinclay - - -			Ballygarrett - - -		
Balloughter - - -			Ballygarrett, Little - - -		
Ballybanoge - - -			Ballyoughna - - -		
Ballyclogh - - -			Bruce - - -		
Ballydaniel - - -			Bruce - - -		
Ballyeden - - -			Cookstown - - -		
Ballygullen - - -			Cooperstown - - -		
Clologe - - -			Donaghmore - - -	- - -	Ballygarrett.
Clologe, Little - - -			Garnakill - - -		
Clologe, Upper - - -			Gerry - - -		
Clonmore - - -			Glascarrig, North - - -		
Clonmore - - -			Glascarrig, South - - -		
Frankfort - - -		Balloughter.	Mangan, Lower - - -		
Knockrobin, Lower - - -			Mangan, Upper - - -		
Knockrobin, Upper - - -			Monmore - - -		
Medophall - - -			Parkannesly, Lower - - -		
Medophall Demesne - - -			Parkannesly, Upper - - -		
Mountforest - - -			Parknashoge - - -		
Milshoge - - -			Tingar - - -		
Norrismount - - -			Tomnamuck - - -		
Toberanierin, Lower - - -			Torduff - - -		
Toberanierin, Upper - - -					
Tomcoyle - - -			Ashwood, Lower - - -		
Tullabeg - - -			Ashwood, Upper - - -		
Whitewell - - -			Ballyellin - - -		
			Ballyellin, Lower - - -		
Askabeg - - -			Ballyellin, Upper - - -		
Askamore - - -			Ballykilty, Lower - - -		
Ballybeg - - -			Ballykilty, Upper - - -		
Ballynancoran - - -		Ballybeg.	Ballylarkin - - -	- - -	Ballylarkin.
Ballytarsna - - -			Bolabradra - - -		
Bolinrush - - -			Clonough - - -		
Dunishal - - -			Coolroe, Great - - -		
Kiltillihan - - -			Coolroe, Little - - -		
			Cronecribbin - - -		
Balcarrig - - -			Cronecribbin - - -		
Balcarrighill - - -		Ballycanew.	Hollyfort - - -		
Ballinakill - - -			Hydepark - - -		
Ballinamona - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
REY—continued.	All the Town- lands in this Union are in the County of Wexford.	Ford.	GOREY—continued.	All the Town- lands in this Union are in the County of Wexford.	
Bebe - - -			Barroge - - -		
Knockadawke - - -			Castletown - - -		
Mangan - - -			Clondarragh - - -		
Morriscastle - - -			Clonranny - - -		
Pintskin - - -			Clones, Lower - - -		
Upton - - -			Clones, Middle - - -		
			Clones, Upper - - -		
Ballaghboy - - -			Kilbegnet - - -		
Ballowen, or Ramsfort- park - - -			Kilcavan, Lower - - -		
Ballingarry, Lower - - -			Kilcavan, Upper - - -		
Ballingarry, Upper - - -			Kilgorman - - -		Kilgorman.
Ballingarry Wood - - -			Killowen, Lower - - -		
Ballyrahan - - -			Killowen, Upper - - -		
Ballyowen - - -			Kilmichael - - -		
Ballytegan - - -			Kilpatrick - - -		
Ballyteganpark - - -			Monagarrow, Little - - -		
Barnadown, Lower - - -			Monagarrow, Lower - - -		
Barnadown, Upper - - -			Monagarrow, Upper - - -		
Cain - - -			Tincurragh - - -		
Churchtown - - -			Tincurragh - - -		
Clogh - - -			Tomnahealy - - -		
Clonattin, Lower - - -			Tomnahealy, Little - - -		
Clonattin, Upper - - -					
Coolishal, Lower - - -		Gorey.	Ballinadrummin - - -		
Coolishal, Upper - - -			Ballinastraw, Lower - - -		
Coolnastudd - - -			Ballinastraw, Upper - - -		
Creagh Demesne - - -			Ballinvally - - -		
Creagh, Lower - - -			Ballyduff - - -		
Creagh, Upper - - -			Borehovel - - -		
Glandoran, Lower - - -			Brickpark - - -		
Glandoran, Upper - - -			Clasheen - - -		
Gorey Corporation Lands			Coolookbeg - - -		
Goreyhill - - -			Coolookmore - - -		Killenagh.
Moneycross, Lower - - -			Cullentra - - -		
Moneycross, Upper - - -			Curraghduff - - -		
Moneylawn, Lower - - -			Curratubbin, Lower - - -		
Moneylawn, Upper - - -			Curratubbin, Upper - - -		
Kilnahue - - -			Killenagh - - -		
Knockmullen - - -			Raheenbeg - - -		
Ramstown, Lower - - -			Raheenmore - - -		
Ramstown, Upper - - -			Raheen Park - - -		
Woodpark - - -			Skinnew - - -		
			Tomduff - - -		
Ballinacur - - -					
Ballinamona - - -			Ballinlow - - -		
Ballinree - - -			Ballyadam - - -		
Ballydonagh - - -			Ballyduboy - - -		
Ballyhast - - -		Huntingtown.	Ballygarran - - -		
Ballynahillen - - -			Ballylurkin - - -		
Banatown - - -			Creemore - - -		
Carrigbeg - - -			Creemore - - -		
Huntingtown - - -			Litterbeg - - -		Killincooly.
Killowen - - -			Littermore - - -		
			Ballyduff - - -		
Ballyduff - - -			Ballyhigh - - -		
Camolin - - -			Ballyscough - - -		
Camolinpark - - -			Island - - -		
Carriglegan - - -			Moneyboe - - -		
Cloonee, Lower - - -					
Cloonee, Upper - - -			Ballinacoola - - -		
Clonhenret - - -		Kilcomb.	Ballintlea - - -		
Coolnaleen - - -			Ballygarrett - - -		
Kilcloran - - -			Ballygullen - - -		
Monasootagh - - -			Craan Hill - - -		
Raheen - - -			Craan, Lower - - -		
Shrule - - -			Craan, Upper - - -		
Waste - - -			Grove, Great - - -		
			Grove, Little - - -		
Ahare - - -			Kilmichael Hill - - -		
Ahare - - -			Kilmichael, Lower - - -		
Ballymacky - - -		Kilgorman.	Kilmichael, Upper - - -		
Ballymacky - - -			Lyrane - - -		
Ballynaeree - - -			Mount Nebo - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
KEY—continued.			GORT—continued.			
Clonroe, Upper - - -	All the Town- lands in this Union are in the County of Wexford.	Wingfield.	Lismoyle - - -	Galway - - -	Ballycahalan.	
Craan - - -			Lurgabaun - - -			
Cummer - - -			Lurgan - - -			
Cummerdaff - - -			Reyrarwer - - -			
Hollyfort - - -						
Loggan, Lower - - -				Ashfield Demesne - - -	- ditto - - -	Beagh.
Loggan, Upper - - -				Attifneen - - -		
Mangan - - -				Ballybaun - - -		
Monalee - - -				Ballyboy - - -		
Monalee Hill - - -				Ballygeagin - - -		
Wingfield - - -		Ballylennan - - -				
		Ballysheedy - - -				
		Bafna - - -				
		Caherbroder - - -				
		Carhoon - - -				
		Castlequarter - - -				
		Cregboy - - -				
		Cregg Demesne - - -				
		Curtaun - - -				
		Derry - - -				
		Drumgocau - - -				
		Drumminacloghaun - - -				
		Fiddaun - - -				
		Gortavoher - - -				
		Knockauncoura - - -				
		Knocktoby - - -				
		Laughtyshaughnessy - - -				
		Lisheen - - -				
		Lurga - - -				
		Newtown - - -				
		Newtown (Glynn) - - -				
		Newtown (Regan) - - -				
		Rathwilladoon - - -				
		Scarriff - - -				
		Sheeaun - - -				
		Termon - - -				
			- ditto - - -	Bunnahow.		
		Carheenyaun - - -				
		Gilroe - - -				
		Hollymount - - -				
		Knockatoo - - -				
		Knockatoo Mountain - - -	- ditto - - -	Clare - - -		
		Knocklawrence - - -				
		Tonranny - - -				
		Tonranny Mountain - - -				
			Bunnahow - - -	Galway - - -	Cahermore.	
			Doon - - -			
			Drumcore - - -			
			Knockmael, East - - -			
			Ballykilladea - - -	Galway - - -	Cahermore.	
			Caherawoneen, North - - -			
			Caherawoneen, South - - -			
			Cahercarney - - -			
			Caherglassaun - - -			
			Caherglassaun - - -			
			Cahermore - - -			
			Cahermore - - -			
			Carrowgarraff, North - - -			
			Carrowgarraff, South - - -			
			Crannagh - - -			
			Drumharsna, North - - -			
			Drumharsna, South - - -			
			Killomorau - - -			
			Lydacan - - -			
			Pollataggle - - -			
			Poldonoghoe - - -			
			Raheen Demesne - - -			
			Raheen Kilkelly - - -			
			Turloughkeeloge - - -			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GORT—continued.			GORT—continued.		
Ballynahowna - - -	Galway - -	Cappard.	Ballyhugh - - -	Galway - -	Gort.
Cappard Demesne - - -			Ballymurphy - - -		
Drumminacoosaun - - -			Carragh - - -		
Farnaun - - -			Cloghnakeava - - -		
Hollymount - - -			Cloghnakeava - - -		
Keelderry - - -			Cloonnahaha - - -		
Knockoura - - -			Glenbrack - - -		
Ardrahan, South - - -	- ditto - -	Castletaylor.	Gort - - -		
Barratreana - - -			Gortstuckanagh - - -		
Brackloon - - -			Kininchá - - -		
Caherdaly - - -			Lavally - - -		
Caherateige - - -			Lavally - - -		
Castletaylor, North - - -			Rindifin - - -		
Castletaylor, South - - -			Ballardiggan - - -	- ditto - -	Kilbeacanty.
Caranavoodaun - - -			Ballyturin - - -		
Cregmore - - -			Cloonmorris - - -		
Cullenaghbeg - - -			Derreen - - -		
Cullenaghmore - - -			Derrykeel - - -		
Kiltiernan, East - - -			Drummin - - -		
Kiltiernan, West - - -			Gorteenboy - - -		
Owenbristly - - -			Kilerimple - - -		
Rooanmore - - -			Killafeen - - -		
Toberacreggaun - - -			Knockouran - - -		
Tonroe - - -			Six small Islands - - -		
Aughnish - - -	Clare - -	Doorus.	Ballygariff - - -	- ditto - -	Killeely.
Ballybranagan - - -			Ballynabucky - - -		
Cloosh - - -			Ballynagran - - -		
Cregboy - - -			Ballynastaig - - -		
Crossooha - - -			Brockagh - - -		
Doorus - - -			Caheradine - - -		
Doorus Demesne - - -			Caherapheepa - - -		
Dooruspark - - -			Caherabulligin - - -		
Geehy, North - - -			Caherfurvaus - - -		
Geehy, South - - -			Cahereenadiveane - - -		
Knockakilleen - - -			Castlegar - - -		
Mountscribe, or Money- screebagh - - -			Creggananta - - -		
Newtownlynch - - -			Dunkellin - - -		
Rinneen - - -			Fahymactibbot - - -		
Tawnagh, East - - -			Killeelybeg - - -		
Tawnagh, West - - -	Galway - -	- ditto - -	Killeeneenbeg - - -		
Avough Island - - -			Killeeneenmore - - -		
Cusheen Island - - -			Laghtphilip - - -		
Mulronéy's Island - - -			Lavally - - -		
Seal Island - - -			Parkroe - - -		
Forty-eight small Islands			Parkroe - - -		
Ballinderreen - - -			Rinn - - -		
Ballyvullaun - - -			Roovehagh - - -		
Caherpeak, East - - -			Scalp - - -		
Caherpeak, West - - -			Shanbally - - -		
Carrownacreggaun - - -			Toberbrackan - - -		
Cartron - - -			Tallowroe - - -		
Crosheen - - -			Ballyclery - - -	- ditto - -	Killeenavarra
Drumacoo - - -			Ballyculloo - - -		
Kilcolgan - - -			Ballymore - - -		
Killeelymore - - -			Cahernalinsky - - -		
Killeenaran - - -			Carraghadoo - - -		
Killeenmunterlane, North - - -			Cartron - - -		
Killeenmunterlane, South - - -			Cloghballymore - - -		
Mulroog, East - - -			Cloghboley - - -		
Mulroog, West - - -			Cregballymore - - -		
Mweenisharan - - -			Creglucas - - -		
Newtown Kilcolgan - - -			Cuilldoosh - - -		
Parkeigher - - -			Frenchpark - - -		
Pollagh - - -			Gortaboy - - -		
Rahaneena - - -			Gortaroe - - -		
Ringeelaun - - -			Keamsellagh, East - - -		
Roymore - - -			Keamsellagh, West - - -		
Stradbally, West - - -			Killeenavarra - - -		
Tyrone - - -			Killeenhugh - - -		
Eleven small Islands			Knockballyclery - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>RT—continued.</i>			<i>GORT—continued.</i>		
Lisheeneenaun, East -	Galway -	Killeenavarra.	Lissatunny -	Galway -	Kiltartan.
Lisheeneenaun, West -			Loughaunawadda -		
Muggaunagh -			Newhall -		
Parkatleva -			Newtown -		
Parkroe -			Rakerin -		
Shessareagh -			Rinneen -		
Tarrea -			Rinrush -		
Tooreen, East -			Russaun -		
Tooreen, West -			Shanvally -		
Two small Islands -			Srah -		
Ballymultaig -	- ditto -	Killinny.	Streamstown -	- ditto -	Kilthomas.
Ballynastaig -			Turrabeg -		
Ballyvoher -			Turramore -		
Cahererillan -			Ballylahy -		
Cappacasheen -			Boleyneendorrish -		
Cappaghbag -			Bullaunagh -		
Cappaghmore -			Bullaunagh -		
Cappanapisha, North -			Castledaly -		
Cappanapisha, South -			Derryvokeel -		
Cappavarna -			Gortadragaun -		
Cloonnafunshin -	- ditto -	Kiltartan.	Gorteenaniska -	- ditto -	Kinvarra.
Cloonteen -			Gortnanark -		
Faunin -			Kilcarrooraun -		
Garryland -			Lissadoill -		
Gortnacullia -			Lissadulta -		
Gortnaglogh -			Newtownblake -		
Gortnasteal -			Scalp -		
Gortskeagh -			Ardnagno -		
Killinny, East -			Ballybuck, North -		
Killinny, West -			Ballybuck, South -		
Kilmacduagh -	- ditto -	Kiltartan.	Cahercon -	- ditto -	Rahasane.
Knockaunatouk -			Carrowkilleen -		
Lisnagreedy -			Carrownamaddra -		
Normangrove -			Cartronrellick -		
Rockpark -			Cartron -		
Roo -			Cloonnasee -		
Shigaunagh -			Dungory, East -		
Tawnagh, East -			Dungory, West -		
Tawnagh, West -			Funshinbeg -		
Tirneevin -			Funshinmore -		
Turavaghla -	- ditto -	Kiltartan.	Inishroo -	- ditto -	Rahasane.
Ballyaneen, North -			Kinvarra -		
Ballyaneen, South -			Leagh, North -		
Ballylee -			Leagh, South -		
Ballylee -			Loughcurra, North -		
Ballyloughaun -			Loughcurra, South -		
Ballynabucky -			Moy -		
Ballynamantan -			Northampton -		
Baunragh -			Pollnaveagh -		
Carrowbaun, East -			Roo Demesne -		
Carrowbaun, West -	- ditto -	Kiltartan.	Shanclough -	- ditto -	Rahasane.
Carrownavohanaun -			Shessanagirba -		
Castletown -			Trellick -		
Cloon -			Twelve small Islands -		
Cloonanearla -			Caheraloggy, East -		
Cloonbeg -			Caheraloggy, West -		
Cloondine -			Caherweelder -		
Coole Demesne -			Carrigeen, East -		
Corker -			Carrigeen, West -		
Crannagh -			Carrowmaneen -		
Deerpark -	- ditto -	Kiltartan.	Deerpark -	- ditto -	Rahasane.
Doonowen -			Fawnarevagh -		
Dromorehill -			Garraun -		
Dromorehill -			Gortroe -		
Gortnaclashagh -			Lavalleyconor -		
Islandmore -			Liskevin -		
Kilbeacanty -			Lisnagranchy -		
Kiltartan -			Parkaloughan -		
Knockaunawadda -			Parkbaun -		
Lisheenacrannagh -			Pollnagarraugh, East -		
Lisrabirra -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
MORTIN—continued.			GRANARD—continued.			
Legnabraid - - -	All the Town- lands in this Union are in the County of Tyrone.	Moyle.	Listraghee - - -	Longford -	Ballinalree.	
Lisnafin - - -			Prucklishtown - - -			
Lisnatunny Glebe - - -			School Land - - -			
Moyle Glebe - - -			Tullybaun - - -			
Pubble - - -			Vicarsfield Glebe - - -			
Sessagh of Gallan - - -			Plumb Bridge.	Athenboy - - -	Westmeath -	Boherquill.
Shanonny, East - - -				Behabane - - -		
Strahulter - - -				Boherquill - - -		
Straletterdallan - - -				Chancery - - -		
				Clonmore - - -		
Aghalane - - -	Corralanna - - -					
Bradkeel - - -	Kilshallow - - -					
Eden Back - - -	Kiltareher - - -					
Eden Fore - - -	Lisduff - - -					
Eden Mill - - -	Lismacaffry - - -					
Glencoppogagh - - -	Lisnagappagh - - -					
Glenga - - -	Milkernagh - - -					
Landahussy, Lower - - -						
Landahussy, Upper - - -						
Letterbrat - - -						
Lisnacraight - - -			Barne - - -	Longford -	Ballymuigh.	
			Cam - - -			
			Clonwhelan - - -			
Aghabrack - - -			Gneeve - - -			
Balix, Lower - - -			Kilsallagh - - -			
Balix, Upper - - -			Liscahill - - -			
Carrickayne - - -			Lisnagrish - - -			
Clogherny - - -			Lissanure - - -			
Doorat - - -			Shantum - - -			
Glengarrow - - -						
Legnagappoge - - -			Ballinlough - - -	- ditto -	Bunlahy.	
Stonebrack - - -			Bunlahy - - -			
Stranagalwilly - - -			Cartronamarkey - - -			
			Cloonfin - - -			
Culvacullion - - -			Coolcor - - -			
Garvagh - - -			Halfcarton - - -			
Gorticashel, Lower - - -			Killeen - - -			
Gorticashel, Upper - - -			Tober - - -			
Meenadoo - - -						
Trinamadan - - -			Carrickmaguirk - - -			- ditto -
			Cleenrah - - -			
			Cornadrung - - -			
			Crott - - -			
			Dunbeggan - - -			
			Enaghan - - -			
			Lisraherty - - -			
			Mollyglass - - -			
			Polladooey - - -			
			Rossduff - - -			
			Smear - - -	- ditto -	Coolamber.	
			White Island - - -			
			Four small Islands - - -			
			Aghamore - - -			
			Aghareagh - - -			
			Ballaghgowla - - -			
			Balloo - - -			
			Caherdague - - -			
			Castlenugent - - -			
			Clonca - - -			
			Cloonshannagh, or Cool- amber Manor Demesne - - -			
			Coolamber - - -	- ditto -	Coolamber.	
			Curry - - -			
			Drumman - - -			
			Freaghmeen - - -			
			Froaghan - - -			
			Kilfintan - - -			
			Kilfintan, Lower, or Cran- cam - - -			
			Lechurragh - - -			
			Lisnaneane - - -			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
GRANARD—continued.			GRANARD—continued.		
Lisryan - - -	Longford	Coolamber.	Clonloaghan - - -	Cavan	Drumlumman.
Moatavally - - -			Clonoose, Big - - -		
Moneyhoolaghan - - -			Clonoose, Little - - -		
Queensland - - -			Drumbannow - - -		
Ringowny - - -			Glascarrick - - -		
Ballew - - -	Westmeath		Grousehall - - -		
Coolamber - - -			Killydoon - - -		
Ballinealoe - - -	- ditto -	Coole.	Killydream - - -		
Coole - - -			Killykeen - - -		
Lickny - - -			Legwee - - -		
Mayne - - -			Mullagheran - - -		
Monkstown - - -			Breaghy - - -	Longford	Drummeel.
Shrubbywood - - -			Castlebrock - - -		
Simonstown - - -			Corbeagh - - -		
Carn - - -			Drummeel - - -		
Clonteens - - -			Kilderreen - - -		
Coolure Demesne - - -			Lisduff - - -		
Derrya - - -			Laughil (Adair) - - -		
Kiltoom - - -			Laughil (Edgeworth) - - -		
Knockroe - - -			Roos - - -		
Lispopple - - -	- ditto -	Coolure.	Abbeyland - - -	- ditto -	Edgeworthstown.
Loughanstown - - -			Aghadonagh - - -		
Newtown - - -			Aghafin - - -		
Nonsuch - - -			Ballindagny and Cullyvore		
Pakenham Hall or Tully-			Bracklon - - -		
nally - - -			Camiskbeg - - -		
Portjack - - -			Camiskmore - - -		
Tromra - - -			Cartonreagh - - -		
Williamstown - - -			Curry - - -		
One Island - - -			Edgeworthstown - - -		
Aghnagarron - - -	Longford	Creepy.	Garryandrew - - -	Westmeath	Finnea.
Ballinrud, East - - -			Keelogenasause - - -		
Ballinrud Glebe - - -			Lackan - - -		
Ballinrud, West - - -			Tinnynarr - - -		
Cloghchurnel - - -			Ballynascarry - - -		
Clooneen - - -			Carn - - -		
Creepy - - -			Clare Island or Derry-		
Culleenmore - - -			macegan - - -		
Druminaacrehir - - -			Cornacreedy - - -		
Mullinroe - - -			Finnea - - -		
Corclaragh - - -	- ditto -	Crossagstown.	Foyran - - -		
Cranalaghmore - - -			Lisnugent - - -		
Culloge - - -			Money - - -		
Lissanore - - -			Moneybeg - - -		
Lisnageeragh - - -			Mullaghmeen - - -		
Longfield - - -			Rathsbane - - -		
Monadarragh - - -			Togher - - -		
Rinnenny - - -			Toneyowen, Lower - - -		
Currygrane - - -			Toneyowen, Upper - - -		
Drumnacross - - -	- ditto -	Currygrane.	Tullyhill - - -		
France - - -			Tullystown - - -		
Garvagh - - -			Williamstown - - -		
Glenoghil - - -			Ballyboy - - -	Longford	Firry.
Lissameen - - -			Cloonaghmore - - -		
Ballinulty, Lower - - -			Killasona - - -		
Ballinulty, Upper - - -			Melkernagh - - -		
Carriekduff - - -			Rincoolagh - - -		
Clogh - - -			Rinroe - - -		
Dalystown - - -			Rossan - - -		
Rathbrackan - - -			Toneen - - -		
Ratheor - - -			Aghacordrinan - - -		
Annagh - - -	Cavan	Drumlumman.	Aghagreagh - - -		
Callanagh, Lower - - -			Aghakilmore - - -	- ditto -	Gelshagh.
Callanagh, Middle - - -			Aghamore, Upper - - -		
Callanagh, Upper - - -			Dereenavoggy - - -		
Carricknabrick - - -			Gelshagh - - -		
			Molly - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GRANARD—continued.			GRANARD—continued.		
Ballynagall - - -	Westmeath	Glore.	Cranalagh Beg - - -	Longford	Knockanbaun.
Ballynagall - - -			Firmount - - -		
Ballynagall, Little - - -			Kilcoursey - - -		
Ballynameagh - - -			Killinawas - - -		
Camagh - - -			Kiltykeary - - -		
Clonrobert - - -			Knockanbaun, or Whitehill - - -		
Curry - - -			Lismagoneen - - -		
Doon - - -			Lissard - - -		
Fearmore - - -			Rinvanny - - -		
Lickbla - - -			Sheeroe - - -		
Mullagh - - -					
Newcastle - - -				Westmeath	Knockarrow.
Rochestown - - -			Ardnagross - - -		
Turbotstown - - -			Balrath - - -		
	Longford	Granard.	Bigwood - - -		
Aghabrack - - -			Carlanstown - - -		
Ballybrien - - -			Castletown, Lower - - -		
Ballygilchrist - - -			Castletown, Upper - - -		
Ballymacrolly - - -			Clonsura - - -		
Ballymaurice - - -			Derrygrave - - -		
Ballymore - - -			Littlewood - - -		
Ballynacross - - -			Raheenbeg - - -		
Balnagall - - -				Longford	Lislea.
Carragh - - -			Aghaward - - -		
Cartron - - -			Carrickateane - - -		
Church Quarter - - -			Castlebaun - - -		
Gallid - - -			Carrowlinan - - -		
Granard - - -			Drumderg - - -		
Granardkill - - -			Kiltyclogh - - -		
Grassyard - - -			Lislea - - -		
Greville - - -				Cavan	Lough Dawan.
Higginstown - - -			Cormaddyduff - - -		
Kinkillew - - -			Derries - - -		
Leitrim - - -			Drumbucklis - - -		
Moatfield - - -			Drumersnaw - - -		
Mullingee - - -			Drumgore - - -		
Ratheronan - - -			Drumhawnagh - - -		
Robinstown - - -			Drumhawnagh - - -		
Teemore - - -			Killycatron - - -		
Tennyphobble - - -			Kilsaran - - -		
Toberfelim - - -			Lisanny - - -		
Tromra - - -			Lough Dawan - - -		
	Cavan	Kilcogy.	Middletown - - -		
Aghaboy - - -				Longford	Milltown.
Bawn - - -			Aghaboy - - -		
Carnagh, Lower - - -			Ardagullion - - -		
Carnagh, Upper - - -			Asnagh - - -		
Cartronfree - - -			Cartroncar - - -		
Cloncovet - - -			Coolagherty - - -		
Cullaboy, Lower - - -			Ferskill - - -		
Dundavan - - -			Graffoge - - -		
Kilcogy - - -			Lisraghtigan - - -		
Lisnatinny - - -			Muckerstaff - - -		
Pottlebane - - -	- ditto -	Kilgolagh.	Tonywarden - - -		
Tullygullin - - -			Tully - - -		
			Willsbrook - - -		
Bracklagh - - -				- ditto -	Moatfarrell.
Carrick - - -			Ballyhoolivan - - -		
Carrickabane - - -			Glannagh - - -		
Carrickakillew - - -			Lisnagh - - -		
Cortrasna - - -			Moatfarrell - - -		
Cullaboy, Upper - - -			Newtown Bond - - -		
Freeduff - - -				- ditto -	Moyne.
Kilgolagh - - -			Aghagah - - -		
Lisnadarragh - - -			Ballyduffy - - -		
Magheraboy, Lower - - -			Birrinagh - - -		
Magheraboy, Upper - - -			Drumard - - -		
Moynagh, Lower - - -			Drumhalry - - -		
Moynagh, Upper - - -			Drumury - - -		
Toghernaross - - -			Farmullagh - - -		
			Fihoragh - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.		
GRANARD—continued.			GRANARD—continued.				
Aghanoran - - -	Longford	Mullanalaghta.	Cornacausk - - -	Westmeath	Street.		
Cloonagh - - -			Correaly - - -				
Corbaun, or Leitrim - - -			Culvin - - -				
Derrycassan - - -			Derradd - - -				
Dring - - -			Dunamon - - -				
Kilmore - - -			Fearmore - - -				
Larkfield - - -			Garriskil - - -				
Swan's Island - - -			Gortanear - - -				
Toome - - -			Hospital Bank - - -				
White Island - - -			Kilmore - - -				
Camagh - - -	ditto	Newgrove.	Monagead - - -	All the Town- lands in this Union are in the County of Donegal.	Ardmalin.		
Coolcraff - - -			Tinode - - -				
Cooldoney - - -			INISHOWEN:				
Derragh - - -			Ardmalin - - -				
Two Islands - - -			Ballygorman - - -				
Ballydorey - - -	Ballykenny - - -						
Ballygarran - - -	Bree - - -						
Barratogher - - -	Culoort - - -						
Corrydonnellan - - -	Dunagard - - -						
Derrydooan, Lower - - -	Keenagh - - -						
Derrydooan, Middle - - -	Knockamany - - -						
Derrydooan, Upper - - -	Knockglass - - -						
Loughanstown - - -	Meedanmore - - -						
Loughanstown, Lower, or Slivelahan - - -	Umgall - - -						
Newpass Demesne - - -	Inishtrahull - - -						
Rath - - -	Four other small Islands -						
Rathowen - - -	Ardagh - - -	Ballyliffin.	Ballyliffin.				
Rathowen - - -	Ballyliffin - - -						
Rathowen (Edward) - - -	Ballymacmoriarty - - -						
Russagh - - -	Carrickabraghy - - -						
Windtown - - -	Carrowreagh, or Craigna- cally - - -						
Windtown, North - - -	Cloontagh - - -						
Windtown, South - - -	Fegart - - -						
Aghaveans - - -	Lagacurry - - -						
Arnaghan - - -	Magherandul - - -						
Berny Hill - - -	Rashenny - - -						
Cloone - - -	Straths - - -						
Corfree - - -	Tullynabratilly - - -						
Cornagran - - -	Glashedy Island - - -						
Cornamucklagh - - -	Aghilly and Lenynarnan -	Buncrana.	Buncrana.				
Corratober - - -	Adaravan - - -						
Darnaferst - - -	Ballymacarry - - -						
Drumbiskan - - -	Ballymacarry, Lower - - -						
Mulrick - - -	Ballynarry - - -						
Portanure - - -	Bauville, Keeloges, and Clonglash - - -						
Sallaghan - - -	Gransha - - -						
Scrabby - - -	Luddan - - -						
Aghakeeran - - -	Meenkeeragh - - -						
Aghakine - - -	Owenkillew and Barna- hone - - -						
Aghnacliff - - -	Sorne - - -						
Ballinrooey - - -	Trillick - - -						
Carrickadorrish - - -	Tullyarvan - - -						
Cranally - - -	Tullydush, Lower - - -						
Culray - - -	Tullydush, Upper - - -						
Inchmore - - -	Altashane, or Cabadooey	Carndonagh.	Carndonagh.				
Inchmore - - -	Carndoagh - - -						
Jasper Island - - -	Churchland Quarters— (Carrick, Carrowtemple, and Moneyshandoney) -						
Sonnagh - - -	Glasalt, or Treanfasy - - -						
One Island - - -	Glebe - - -						
Ballykildevin - - -	Glenmakee - - -						
Barradrum - - -	Gort Glebe - - -						
Bottomy - - -							
Burgesland - - -							
Clonconnell - - -							
Clonkeen - - -							
Coolnagun - - -							

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
INISHOWEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.		INISHOWEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.	
Balleeghan, Lower - - -	}	Carthage.	Carrickafodan - - -	}	Gleneganon.
Balleeghan, Upper - - -			Carrowreagh - - -		
Balleeghan, Lower - - -			Magheradrumman - - -		
Balleeghan, Upper - - -			Tullanree - - -		
Carthage - - -					
Glengad - - -					
Ballylawn - - -	}	Castle Cary.	Ballylosky - - -	}	Glentogher.
Ballyrattan - - -			Carrowblagh - - -		
Carrownaff - - -			Carrowmore, or Glen- togher - - -		
Claggan - - -			Cashel - - -		
Clare - - -				}	Green Castle.
Cooly - - -			Balleeghan - - -		
Glebe - - -			Ballymacarthur - - -		
Glencrow - - -			Carrowhugh - - -		
Gort, North - - -			Carrowtrasna - - -		
Gort, South - - -			Eleven Ballyboes - - -		
Tiyrone - - -			Glennagiveny - - -		
			Meenletterbale - - -		
			Mossyglan - - -		
			Stroove - - -		
Clonca - - -	}	Culdaff.	Ballymagan, Upper and Lower, and Clonblosk - - -	}	Illies.
Drumaville - - -			Ballynakeeloge - - -		
Drumballycaslan - - -			Cleenagh - - -		
Dunross - - -			Connaghkinnagoe - - -		
Glackadrumman - - -			Druminderry, Upper and Lower - - -		
Gort - - -			Evishbreedy - - -		
Gort - - -			Fallask - - -		
Knockergрана - - -			Foffanagh - - -		
Laraghbirril - - -			Illies - - -		
Redford Glebe - - -			Kinnagoe - - -		
Templemoyle - - -			Meenamullaghan - - -		
Culdaff - - -	}	Desertegny.	Meendacalliagh - - -	}	Malins.
Culdaff Glebe - - -			Owenboy - - -		
Gort - - -			Stranaclea - - -		
Knock - - -					
Muff - - -			Ballagh - - -		
Small Islands - - -			Balleelaghan - - -		
			Ballycramsy - - -		
Ballyannan - - -			Carrowmore - - -		
Dunree - - -			Drumavohy - - -		
Glebe - - -			Drumcarbit - - -		
Gortleck - - -			Drumnaskea - - -		
Gortyarrigan - - -			Drung - - -		
Lederg - - -	}	Dunaff.	Goorey - - -		
Liafin - - -			Killin - - -		
Linsfort - - -			Lag - - -		
Meenalooban - - -			Lougherbraghy - - -		
Muineagh - - -			Magheryard - - -		
Sharagore - - -			Norriera - - -		
Tonduff - - -			Tullybeg - - -		
			Tullymore - - -		
			Urbalreagh - - -		
Crossconnell - - -	}	Gleneely.	Ballinlough - - -	}	Mintiaghs.
Dunaff - - -			Ballintlieve - - -		
Kinnea - - -			Carroghill - - -		
Lenan - - -			Glasmullan - - -		
Letter - - -			Meenadiff - - -		
Tullagh - - -			Drumlough - - -		
Urrismenagh - - -			Meenagory - - -		
			Shandrim - - -		
			Sladran - - -		
			Umryeam - - -		
Aghaglassan - - -	}		Ballybrack - - -	}	Moville.
Aghatubrid - - -			Ballynally - - -		
Buskil - - -			Bredagh Glen - - -		
Carrowmore - - -			Carnagarve - - -		
Cashel - - -			Drumaweer - - -		
Dristerman - - -			Gulladoo - - -		
Drumlee - - -					
Freehold - - -					
Kindroghed - - -					
Moneydarragh - - -					
Oort - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
INISHOWEN—continued.			IRVINESTOWN—continued.			
Ballyargus - - -	All the Town- lands in this Union are in the County of Donegal.	Red Castle.	Portnablahy - - -	Fermanagh -	Brookhill.	
Carrickmaguigley - - -			Rosscennagh - - -			
Culineen - - -			Rossharbour, Old - - -			
Drung - - -			Stonefort - - -			
Keeranbane - - -			Tawnawanny - - -			
Meenaleavin - - -			Tullyvarrid - - -			
Tullyally - - -			Tullyvocady - - -			
Tullynavinn - - -			Woodhill - - -			
Adderville - - -			Aghahannagh - - -			
Altahalla - - -			Aghalaan - - -			
Annagh - - -	- - -	Straid.	Ardore - - -	- ditto - -	Clonelly.	
Binnion - - -			Backwood - - -			
Cleahagh - - -			Ballynabrannagh - - -			
Gaddyduff - - -			Bigwood - - -			
Meendoran - - -			Boolawater - - -			
Roosky - - -			Carrickoughter - - -			
Straid - - -			Cloonaweel - - -			
			Clonelly - - -			
			Corlaght, West - - -			
			Crockateggal - - -			
Ballycharry - - -	- - -	Turmone.	Curraghmore - - -	- ditto - -	Clonelly.	
Ballymagarraghy - - -			Drumlongfield - - -			
Drumaville - - -			Drumgowna, West - - -			
Leitrim - - -			Derrybrick - - -			
Tirmacróragh - - -			Firs - - -			
Ballymagaraghy - - -			Glennagarran - - -			
Carrowbeg - - -			Gortacar - - -			
Carrowblagh - - -			Killynoogan - - -			
Carrowblagh, or Leekemy - - -			Kilmore - - -			
Carrowmenagh - - -			Larmore - - -			
Cabry - - -	- - -	White Castle.	Lowery - - -	- ditto - -	Drumharvey.	
Carrowkeel - - -			Lurganboy - - -			
Creehennan - - -			Newpark - - -			
Crockahenny - - -			Rossgole - - -			
Crockglass - - -			Stragolan - - -			
Cross - - -			Springtown - - -			
Flughland - - -			Tullyhommon. - - -			
Glencaw - - -			Ballinamallard - - -	- ditto - -		
Gortanny - - -			Baragh - - -			
Leamacrossan - - -			Craghan - - -			
Magheralahan - - -	- - -	- - -	Drumbulcan - - -			
Meenabaltin - - -			Drumcreen - - -			
Meenavanaghan - - -			Magheracross - - -			
Roosky - - -			Salloon - - -			
Tromaty - - -			Sidare - - -			
White Castle - - -			Brackagh - - -	- ditto - -		
Tromaty - - -			Cabragh - - -			
	- - -	- - -	Coolback - - -			
			Doogary - - -			
			Drumharvey - - -			
			Drumsonnus - - -			
			Garvaghy - - -			
			Killymendon - - -			
			Makenny - - -	Tyrone - -		
			Relagh Guinness - - -			
			Roscor - - -			
			Scallen - - -			
			Shanmullagh, West - - -			
	Fermanagh -	Brookhill.	Sheridan - - -			
			Tullywolly - - -			
			Camplagh - - -	Fermanagh -	Drumkeeran	
			Carrickcroghery - - -			
			Derryneve - - -			
			Drumchorick - - -			
			Drumcullion - - -			
			Drumduff - - -			
			Drummoney - - -			
			Drumnagalliagh - - -			
			Drumnagreshial - - -			
			Drumskinny - - -			
IRVINESTOWN :						
Aghnablaney - - -	- - -	- - -		- - -	- - -	
Ardshankill - - -						
Bigwood - - -						
Brookhill - - -						
Cordwood - - -						
Cruninish Island - - -						
Derrin - - -						
Derrylougher - - -						
Dreenan - - -						
Drumgrenaghan - - -						
Gubbakip - - -	Fermanagh -	Brookhill.				
Gubnaguinie - - -						
Inishkeeragh - - -						
Inishmeely - - -						
Inishturk - - -						
Letter - - -						
Lustybeg Island - - -						
Lustymore Island - - -						
Middletown - - -						
Mullans - - -						
Mullynaval - - -	- - -	- - -				
Pollaginnive - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
VINESTOWN—continued.			IRVINESTOWN—continued.		
Edenticromman - -	Fermanagh	Drumkeeran.	Ardlougher - - -	Fermanagh	Irvinestown.
Gortnagullion - -			Ballindullagh, Inward -		
Lugmore - - -			Ballindullagh, Outward -		
Meentullyclogh - -			Boyaghan - - -		
Montiaghroe - - -			Burfitshill - - -		
Rotten Mountain - -			Brownhill - - -		
Tawnydorrage - - -			Cassidy - - -		
Tievaveeny - - -			Castleirvine Demesne -		
Tievenavarnog - - -			Clenaghisle - - -		
Tullynashammer - -			Coolgarran - - -		
Bannaghbeg - - -	- ditto -	Drumrush.	Derrynanny - - -		
Bannaghmore - - -			Derryveone - - -		
Cloncah Rock - - -			Drogan - - -		
Crillan - - -			Dromore - - -		
Dooraa, North - - -			Drumbo - - -		
Dooraa, South - - -			Drumcaw - - -		
Drumcloona - - -			Drumcrin - - -		
Drumcurren - - -			Drumduff - - -		
Drumrush - - -			Drumsara - - -		
Duck Island - - -			Drumshinardagh - -		
Estea Island - - -			Drumshinbeg - - -		
Feddans - - -			Drumskea - - -		
Hare Island - - -			Forthill - - -		
Letterkeen - - -			Glenall - - -		
Muckros - - -			Glencoonra - - -		
Portinode - - -			Inishdivann - - -		
Rabbit Island - - -			Inishdoney - - -		
Rosscagh - - -	- ditto -	Ederny.	Inishgarve - - -		
Tubbrid - - -			Knockroe Irvine - - -		
Aghagrefin - - -			Lettermoney - - -		
Cahore - - -			Milltate - - -		
Derrybeg - - -			Moneykee - - -		
Derrymore - - -			Moynaghan, South - -		
Dernacapplekeagh -			Mullybreslen - - -		
Drumbaran - - -			Rossclare - - -		
Drumhirk - - -			Rossinnan - - -		
Drumkeen - - -			Sessiaghs - - -		
Drumkeeran - - -			Townhill - - -		
Drummacalara - - -			Tullylammy - - -		
Drummacahan - - -			Tullynagarn - - -		
Ederny - - -			Aghama - - -	- ditto -	Kesh.
Fartagh - - -			Agharainy - - -		
Glasnullagh - - -			Aghinver - - -		
Gortgeran - - -			Ardatrave - - -		
Killygarry - - -			Ballynant - - -		
Letterboy - - -			Cady - - -		
Monavreece - - -			Camplany - - -		
Mullaghmore - - -			Clareview - - -		
Oghill - - -			Cleenishmeen Island -		
Skrinny - - -			Cornacrea - - -		
Aghavore - - -	- ditto -	Glenvannan.	Creffin Island - - -		
Corlave - - -			Creevinish - - -		
Derrynashesk - - -			Drumard - - -		
Dromore, Big - - -			Drumbarna - - -		
Dromore, Little - -			Drumcrin - - -		
Drumcrin - - -			Drumadraghy - - -		
Formil - - -			Drumhoney - - -		
Glasdrumman - - -			Drumnacross - - -		
Glenvannan - - -			Drummoyagh - - -		
Gortnaree - - -			Drumnarullagh - - -		
Greaghmore - - -			Drumwhinny - - -		
Iniscilin - - -			Fargrim - - -		
Movarran - - -			Gorteen - - -		
Mullanmeen, Middle -			Gubbaroe - - -		
Mullanmeen, Under -			Horse Island - - -		
Mullanmeen, Upper -			Killylea - - -		
Procklis - - -			Kinnausy Island - - -		
Rushinbane - - -			Lavaran - - -		
Rushindoo - - -			Leaghan - - -		
Skea - - -			Lisingle - - -		
Tullynaloob - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.		
IRVINESTOWN--continued.			IRVINESTOWN--continued.				
Manoo - - - -	Fermanagh	Kesh.	Ardore - - - -	Fermanagh	Milltown.		
Mantlin - - - -			Ballymacataggart - -				
Mullanasaggart - -			Bunaninver - - - -				
Rosscolban - - - -			Carn - - - - -				
Tattykeel, Lower - -			Carranboy - - - - -				
Tullanaglug - - - -			Cleenishgarve Island -				
Tullycallrick - - -			Coolaness - - - - -				
			Coolisk - - - - -				
Croneen - - - - -			Crevinishaughy Island -				
Croneen Barr - - - -			Cullaghmore - - - -				
Drumcose - - - - -			Davy's Island - - - -				
Edenaclogh - - - - -			Drumadravy - - - - -				
Edenamohill, Under	- ditto -	Lack.	Drumbane - - - - -				
Glenarn - - - - -			Drumbulcan - - - - -				
Lack - - - - -			Drumreane - - - - -				
Largy - - - - -			Drumskool - - - - -				
Stranadarriff - - - -			Gay Island - - - - -				
Stranahone - - - - -			Glenkeen - - - - -				
			Inishmakill - - - - -				
			Keeran - - - - -				
			Kiltierney - - - - -				
			Knockroe, Archdall - -				
			Moynaghan, North - -				
			Parkhill - - - - -				
			Rahall - - - - -				
			Rossachrin - - - - -				
			Rossmore - - - - -				
			Shallany - - - - -				
			Slievebane - - - - -				
			Tedd - - - - -				
			Toms Island - - - - -				
			Tullanaglare - - - -				
			Tullanguiggy - - - -				
			Whitehill, North - - -				
			White Island - - - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NESTOWN—continued.			KANTURK—continued.		
Aishdacharne - - -	Fermanagh	Rockfield.	Knockaneglass, East - -	All the Town- lands in this Union are in the County of Cork, except two Townlands in Knockatovan Electoral Divi- sion.	Allow.
Aishfree - - -			Knockaneglass, West - -		
Beghill - - -			Knockeen - - -		
Caris Island, Big - -			Knockough - - -		
Caris Island, Little -			Muckenagh - - -		
Rockfield - - -			Raheen - - -		
Crossfad - - -			Seeds - - -		
Billy - - -					
Ballyclea - - -			Aghaneenagh - - -		
Whitehill, South - -			Ballyhoolahan, East - -		
Cracklin - - -	- ditto -	Tirmaespird.	Ballyhoolahan, Middle -	- - -	Ballyhoolahan.
Clonee - - -			Ballyhoolahan, West - -		
Doonaghty - - -			Cloongeel - - -		
Doonaghty, East - -			Derrishall - - -		
Drumlin - - -			Dromanarrigle - - -		
Drumtully - - -			Gortearagh - - -		
Doonrock - - -			Killasseragh - - -		
Drumboarty - - -			Knockmanagh - - -		
Drumbrick - - -					
Drumgowna, East - -			Banteer - - -	- - -	Banteer.
Drumiera - - -			Derry - - -		
Drumnavahan - - -			Fermoyle - - -		
Drumbristan - - -			Fortgrady - - -		
Denaveagh - - -			Garrane - - -		
Glasmullagh - - -			Kilmacurrane - - -		
Doonshedybeg - - -			Knockbrack - - -		
Doonshedymore - - -			Knockeenatuder - - -		
Doonfeeran - - -			Muingyroogeen - - -		
Doonrockroe - - -			Shronebeha - - -		
Doonweelbane - - -	Tyrone	Trillick.	Tooreen - - -		
Doonghillicartan - -				- - -	Barleyhill.
Doonirmaespird - - -			Barleyhill - - -		
Doonwinny - - -			Carrigcastle - - -		
Doonwore - - -			Clashroe - - -		
			Gooseberry Hill - - -		
Ballyard - - -			Knockduff, Lower - - -		
Barran - - -			Knockduff, Upper - - -		
Doonastlemervyn Demesne -			Knockskavane - - -		
Doonavanamara - - -			Knockshehy - - -		
Doonordromedy - - -			Lismire - - -		
Doonorlea - - -	- ditto -	- ditto -	Meneeshal - - -	- - -	Barnacurra.
Doonornagilly - - -			Meenroe - - -		
Doonormardnagross - -			Toorard - - -		
Doonodenagon - - -					
Doonolbally - - -			Ballyduane, South - -		
Doonorgadis - - -			Ballyduane, East - -		
Doonasmullagh, North -			Ballyduane, West - -		
Doonreenogue - - -			Barnacurra - - -		
Doonillyfuddy - - -			Blueford - - -		
Doonlagheralough - -			Glennamucklagh, East -		
Doonloneygar - - -	All the Town- lands in this Union are in the County of Cork, except two Townlands in Knockatovan Electoral Divi- sion.	Allow.	Glennamucklagh, West -	- - -	Bawncross.
Doonshanmullagh, East -			Gortnaglogh - - -		
Doonkeogue - - -			Lisdangan - - -		
Doonranagummer - - -			Meentarriff - - -		
KANTURK:			Bawnmore, North - -		
Doonaghtrim - - -			Bawnmore, South - -		
Doonallinla - - -			Coolageela, East - -		
Doonloonee - - -			Coolageela, West - -		
Doonconcealment - - -			Curraheen - - -		
Doonoolbane - - -			Gardeen - - -		
Doonromoge - - -			Gardeen - - -		
Dooncurraleagh - - -			Grillough - - -		
DoonEarlsfield - - -			Grillough - - -		
DoonFerryfort - - -			Kilknockane - - -		
DoonGlancyummane, Lower -			Knockawillen - - -		
DoonGlancyummane, Upper -			Knockfadda - - -		
DoonGortnascregga - - -			Knockilly - - -		
DoonKeeltane - - -			Knoppoge - - -		
			Knoppoge - - -		
			Lisheenowen - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KANTURK—continued.	All the Town-		KANTURK—continued.	All the Town-	
Corbally - - -	lands in this		Killinane - - -	lands in this	
Garraunteefineen - - -	Union are in		Knawhill - - -	Union are in	
Glenlohane - - -	the County of		Knockaneda - - -	the County of	
Greenane - - -	Cork, except		Knockcloona - - -	Cork, except	
Killavallig - - -	two Townlands		Sunfort - - -	two Townlands	
Knocknacolan - - -	in Knockatooan	Greenane.	Tulladuff - - -	in Knockatooan	
Pulleen - - -	Electoral Di-			vision.	
Rathmaher - - -	vision.		Clashykinleen, East - - -		
Spring Grove - - -			Clashykinleen, West - - -		
Spring Ville - - -			Foilogohig - - -		
			Glentanedowney - - -		
Coolacoosane - - -			Islaunknocknanagh - - -		
Kanturk - - -			Kishkeam, Lower - - -		
Coolykerreen - - -			Kishkeam, Upper - - -		
Curragh - - -			Knocknamucklagh - - -		
Gortknockanerroe - - -			Knocknanagh Commons - - -		
Greenfield - - -			Knocknanagh, East - - -	- - -	Meens.
Lismeelcunnin - - -			Knocknanagh, West - - -		
Meelaherragh - - -	- - -	Kanturk.	Knockyourrke - - -		
Paal, East - - -			Lisrobin, East - - -		
Paal, West - - -			Lisrobin, West - - -		
Rathanna - - -			Meens - - -		
Rossline - - -			Rascalstreet - - -		
Rossline - - -			Reandalane - - -		
Rusheen - - -			Reenagashel - - -		
Ballybane - - -			Acres - - -		
Coolahilla - - -			Ballagharea - - -		
Coolmahane - - -			Ballyhane, Lower - - -		
Drominagore - - -			Ballyhane, Upper - - -		
Garraunmacgarrett - - -			Coolnagour - - -		
Garrison - - -			Delliga - - -		
Knockagoglig - - -	- - -	Kilbrin.	Doony - - -		
Curraghs - - -			Gortaheeda - - -		
Knockardfree - - -			Gortnagoul - - -		
Cloghboola - - -			Kilbolane - - -		
Knockalohert - - -			Kilmore - - -		
Mahanagh - - -			Kinteera - - -	- - -	Milford.
Rathnagard - - -			Kyle - - -		
			Laragh - - -		
			Lyragh - - -		
Glenalougha - - -			Moanarnane - - -		
Glenreagh - - -			Moanavraca - - -		
Glentalefinnane - - -			Moanroe - - -		
Knockavoreen - - -			Prohust - - -		
Knockeenadallane - - -	- - -	Kilmeen.	Scart - - -		
Meendurragh - - -			Shronepookeen - - -		
Meentyflugh - - -			Teeracurra - - -		
Shanavoher - - -			Trienieragh - - -		
Tooreenduff - - -					
Acres - - -	Limerick.		Glantaneatnagh, North - - -		
Knockahorrea, East - - -			Glantaneatnagh, South - - -		
Knockahorrea, West - - -			Inchamay, North - - -	- - -	Nad.
Knockatooan - - -			Inchamay, South - - -		
Knockcoolkeare - - -	Limerick.		Knock - - -		
Lyraneagh - - -			Nadanullerbeg - - -		
Meennaraheeney - - -	- - -	Knockatooan.	Nadanullermore - - -		
Milleenboy - - -					
Milleenduff - - -			Cloontycommade - - -		
Reanahoun - - -			Copsefield - - -		
Rockhill, East - - -			Demesne - - -		
Rockhill, West - - -			Duarrigle - - -		
Tooreenmacauliffe - - -			Garraunawarrig, Lower - - -		
			Garraunawarrig, Upper - - -		
			Island - - -		
Ballybahallagh - - -			Killowen - - -	- - -	Newmarket.
Cappanagoul - - -			Liscongill - - -		
Commons - - -			Longacre - - -		
Freemount - - -			Mountkeffe - - -		
Knocknamuck - - -	- - -	Knocktemple.	Newmarket - - -		
Lyre - - -			Park - - -		
Glenfield, North - - -			Rassacon - - -		
Glenfield, South - - -			Scarteen, Lower - - -		
Kilberrihert - - -			Scarteen, Upper - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Kells—continued.</i>	All the Town-		<i>Kells—continued.</i>	All the Town-	
Irishtown - - -	lands in this		Kilmainham (Headfort)	lands in this	
Pepperstown - - -	Union are in		Lackmelch - - -	Union are in	
Rafeehan - - -	the County of		Maudlin - - -	the County of	
Rodstown - - -	Meath, except	Burry.	Mountainpole, or Roch-	Meath, except	
Scurlockstown - - -	the Townlands		fortsland - - -	the Townlands	
Springville, or Dandles-	in the Elec-		Newrath, Big - - -	in the Elec-	
town - - -	toral Division		Newrath, Little - - -	toral Division	Kells.
Toberultan - - -	of Mullagh.		Rockfield - - -	of Mullagh.	
			Sedenrath - - -		
Aghafarnan - - -			Sheeny - - -		
Aghaloaghan - - -			Townparks - - -		
Ballynaclose - - -			White Commons - - -		
Ballynalurgan - - -					
Boynagh - - -			Aghnaneane, or Hermi-		
Boynaghbought - - -			tage - - -		
Carricleck - - -			Ardmaghbreagh - - -		
Cordooley - - -			Ballintillan - - -		
Cornacarrow - - -		Carricleck.	Ballymakane - - -		
Corrakeeran - - -			Boynagh - - -		
Ervey - - -			Coole - - -		
Keenaghan - - -			Eden - - -		
Lislea - - -			Kilmainham Wood - - -		
Lisnabo - - -			Moat - - -		
Lisnagrow - - -			Mullaghbreagh - - -		
Mullaghboy - - -			Newtown - - -		Kilmainham.
Newcastle - - -			Rathe - - -		
Raoaghan - - -			Shancor - - -		
			Towas - - -		
Balgree - - -			Aghamore - - -		
Carnacross - - -			Boherlea - - -		
Castlekeeran - - -			Carnacally - - -		
Castlepole - - -			Corrananagh - - -		
Clonasillagh - - -			Edengora - - -		
Killaconin, or Jonesbo-		Castlekeeran.	Morlagh - - -		
rough - - -			Tullyweel - - -		
Lisnagon - - -					
Meenlagh - - -			Boltown - - -		
Pottlebane - - -			Carrick - - -		
Pottlereagh - - -			Johnstown - - -		Kilskeer.
Woodpole - - -			Kilskeer - - -		
			Robinstown - - -		
Altmush - - -					
Altmush - - -			Ballynamona - - -		
Brittas - - -			Cabragh - - -		
Cruicetown - - -			Clonfinnan - - -		
Marvelstown - - -		Cruicetown.	Cloonagrouna - - -		
Moydorrageh - - -			Cornasans - - -		
Moynagh - - -			Curragh - - -		
Newtown - - -			Derver - - -		
Robertstown - - -			Feegat - - -		
Thomastown - - -			Moat - - -		
			Mountainpole - - -		
Chamberlainestown - - -			Rahendrick - - -		
Cloncat - - -			Rathbrack - - -		
Cloneasan - - -					
Drewstown, Great - - -		Girley.	Baltrasna - - -		
Fordstown - - -			Dulane - - -		
Girley - - -			Knockarany - - -		
Johnsbrook - - -			Knockglass - - -		
Newtown Girley - - -			Mahonstown - - -		
			Maperath - - -		
Archdeaconry Glebe - - -			Maperath - - -		
Cakestown Glebe - - -			Mullaghey - - -		
Calliaghstown - - -			Normanstown, or Nor-		
Cannonstown - - -			binstown - - -		
Commons of Lloyd - - -			Oakley Park, or Lau-		
Gardenrath - - -			rencetown - - -		
Grangegoddan Glebe - - -			Turkstown - - -		
Headfort Demesne - - -			Williamstown - - -		
Kilmainham - - -		Kells.	Wilmount - - -		
Kilmainham (Headfort)					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KELLS—continued.	All the Town- lands in this Union are in the County of Meath, except the Townlands in the Elec- toral Division of Mullagh.	Martry.	KELLS—continued.	All the Town- lands in this Union are in the County of Meath, except the Townlands in the Elec- toral Division of Mullagh.	Newcastle.
Allenstown Demesne -			Tullyarran - - -		
Ballybeg - - -	All the Town- lands in this Union are in the County of Meath, except the Townlands in the Elec- toral Division of Mullagh.	Martry.	Tullyattin - - -	All the Town- lands in this Union are in the County of Meath, except the Townlands in the Elec- toral Division of Mullagh.	Newcastle.
Castlemartin - - -			Tullypole - - -		
Faughenhill - - -			Ughtyneill - - -		
Greetiagh - - -			Ardlonan - - -		
Herbertstown - - -			Carlanstown - - -		
Jordanstown - - -			Clonagara - - -		
Martry - - -			Curraghtown - - -		
Oldtown - - -			Deerpark - - -		
Phoenix town - - -			Farranalcock - - -		
Rodstown - - -			Glebe - - -		
Bawnbreaky - - -			Glenrath - - -		Newtown.
Boggan - - -			Horath - - -		
Corcarra - - -			Kilbeg, Lower - - -		
Cormeen - - -			Kilbeg, Upper - - -		
Drumbulrisk - - -			Newrath - - -		
Drumlayne - - -			Newtown - - -		
Kilboyne - - -			Peru - - -		
Kilfannan - - -			Arrigal - - -		
Letachmentgallon - - -			College - - -		
Lisnaboy - - -		Moybolgue.	Garmanagh - - -		
Losset - - -			Hennigan - - -		
Moyhill - - -			Kilbride - - -		
Mullaghavally - - -			Leafin - - -		
Mullystaghan - - -			Muff - - -		Nobber.
Tirachorka - - -			Nobber - - -		
Tirawinnea - - -			Rahood - - -		
Ballair - - -			Rathgillew - - -		
Ballintlieve - - -			Seller - - -		
Bawn - - -			Spiddal - - -		
Billywood - - -			Whitewood - - -		
Donore - - -			Cloghmacoo - - -		
Farranadoony - - -			Cregg - - -		
Loughan - - -		Moynalty.	Julianstown - - -		Posseckstown.
Moynalty - - -			Posseckstown - - -		
Rathbane - - -			Balreesk - - -		
Rathinree, Lower - - -			Castletownmoor - - -		
Rathinree, Upper - - -			Drakerath - - -		
Rathmanroo - - -			Emlagh - - -		
Shancarnan - - -			Gravelstown - - -		Staholmog.
Walterstown - - -			Reask - - -		
Cloghballybog - - -			St. John's Rath - - -		
Clonarney - - -			Staholmog - - -		
Corlat - - -			Bloomsberry - - -		
Cornaglare or Palmira - - -			Bloomsberry - - -		
Cornakill - - -			Fyanstown - - -		
Crosscarn - - -			Fyanstown - - -		
Glebe - - -			Grange Glebe - - -		
Greagnadarragh - - -	Cavan - - -	Mullagh.	Hurdlestown - - -		Teltown.
Killeter - - -			Kilmainham - - -		
Leitrim - - -			Oristown - - -		
Lenanavragh - - -			Rossmeen - - -		
Lislin - - -			Teltown - - -		
Mullagh - - -			Agheragh - - -		
Rantavan - - -			Carrigagh - - -		
Rosehill - - -			Corboggy - - -		
Carriskpringan - - -			Corgreagh, or Kilgarriff - - -		
Coolnahinch - - -			Cormeen - - -		
Diralagh - - -			Cornawilla, North - - -		
Drumaneber - - -			Cornawilla, South - - -		Trohanny.
Druminiskin - - -			Doon - - -		
Feagh - - -		Newcastle.	Fertagh - - -		
Glebe - - -			Golashane - - -		
Newcastle - - -			Leitrim, Lower - - -		
Quigelagh - - -			Leitrim, Upper - - -		
Rathstephen - - -			Teevurcher - - -		
Screeboge - - -			Trohanny - - -		
Skearke - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
KENMARE— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	Dawros.	KENMARE— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Muckera - - -			Gortnaskeagh - - -		Glenlough.
Ormonds Islands - - -			Gullaba - - -		
Rossard - - -			Gurteen - - -		
Thirteen Islands - - -			Kilbunnaw - - -		
Cappanacush, East - - -			Knockanruddig - - -		
Cappanacush, West - - -			Knockanuha - - -		
Cappanacush, Island - - -			Lomanagh - - -		
Capparoo - - -			Redtrench, South - - -		
Coomnakilla, North - - -		Dromore.	Shandrum - - -		
Coomnakilla, South - - -			Carriganawra Island - - -		
Derreendarragh - - -			Dereenfinlehid - - -		
Dromore - - -			Dromcunna - - -		
Dromore, Old - - -			Graignagower - - -		Greenane.
Gowlane - - -			Gearhasallagh - - -		
Illaunakilla - - -			Greenane - - -		
Illaungowla - - -			Greenane Islands - - -		
Lackeen - - -			Lacka - - -		
Maulnagower - - -			Letter - - -		
Reacashlagh - - -			Maulnahorna - - -		
Four Islands - - -			Rossacoosane - - -		
Ballagh - - -			Slievaduff - - -		
Coolknoohil - - -			Ballygriffin - - -		
Gortlahard - - -			Barraduff - - -		
Gortnarrahafineen - - -			Cappamore - - -		
Grousemount - - -		Glanlee.	Carhoomeengar, East - - -		
Inchianagh - - -			Carhoomeengar, West - - -		
Inchee - - -			Carrignahiblan - - -		
Inchimore - - -			Derrygariv - - -		
Kilfaddabeg - - -			Derrynacaheragh - - -		
Kilfaddamore - - -			Derrynacoulagh - - -		
Lettercannon - - -			Dromanassig - - -		
Rusheen - - -			Dromcahan, East - - -		
Rosseightragh - - -			Dromcahan, West - - -		
Sillahertane - - -			Dromneavane - - -		
Bird Island - - -			Gortagass - - -		
Canagullen - - -			Gortamullin - - -		
Cashelkeelty - - -			Gortnadullagh - - -		Kenmare.
Clogherane - - -			Gortnaboul, Lower - - -		
Collorus - - -			Gortnaboul, Upper - - -		
Coolcreen - - -			Gortrooskagh - - -		
Coolownig - - -			Gowlane - - -		
Creeveen - - -			Inchimore - - -		
Cuhig - - -			Istalea, Lower - - -		
Cummeengeera - - -			Istalea, Upper - - -		
Deelis - - -		Glanmore.	Kenmare - - -		
Derrygreenia - - -			Kenmare, Old - - -		
Dromaclaurrig - - -			Kilcurrane, East - - -		
Dromerkeen - - -			Kilcurrane, West - - -		
Eskadawer - - -			Killowen - - -		
Fehanagh - - -			Kilkeana - - -		
Glanmore - - -			Kilmurry - - -		
Glanrastel - - -			Lissaniskea - - -		
Glantrasna - - -			Lissyclearig, Lower - - -		
Gortavallig - - -			Lissyclearig, Upper - - -		
Lauragh, Lower - - -			Mucksna - - -		
Lauragh, Upper - - -			Rusheens - - -		
Knockowen - - -			Tooreenbreanla - - -		
Reenkillia - - -			Tubbrid - - -		
Shinnagh - - -			Eleven Islands - - -		
Shroneberrane - - -			Ardtully - - -		
Nineteen Islands - - -			Baurearagh - - -		
Barnastooka - - -			Bausheen - - -		
Coolnagoppoge - - -			Caher - - -		
Coomclogherane - - -			Cappanlivane - - -		Kilgarvan.
Cummeen, Lower - - -			Churchground - - -		
Cummeen, Upper - - -			Coologes - - -		
Deesert - - -		Glenlough.	Creggeen - - -		
Dromnycolman - - -			Cummeenduvassig - - -		
Gortacurreenteen - - -			Curraglass, North - - -		
Gortloughera - - -			Curraglass, South - - -		
			Derrincullig - - -		

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>KILKEEL—continued.</i>	All the Town- lands in this Union are in the County of Down.	Greencastle.	<i>KILKEEL—continued.</i>	All the Town- lands in this Union are in the County of Down.	Mullartown.
Glenloughan - - -			Moneydorrageh-more - - -		
Glenloughan, Upper - - -			Moneydorrageh-more, Upper - - -		
Grange - - -			Mullartown - - -		
Greencastle - - -			Mullartown, Upper - - -		
Guineways - - -			Ballymoney - - -		
Guineways, Upper - - -			Drumreagh - - -		
Lisnagree - - -			Drumreagh, Upper - - -		
Lisnagree, Upper - - -			Drumsesk - - -		
Lurganconary - - -			Kilbroney - - -		
Lurganreagh - - -			Kilbroney, Upper - - -		
Maghery - - -		Knockbarragh - - -			
Mourne Mountains, West - - -		Levallyclanone - - -			
Tullyframe - - -		Levallyreagh - - -			
		Moygannon - - -			
		Newtown - - -			
		Newtown, Upper - - -			
		Rosstrevor - - -			
		Rosstrevor, Upper - - -			
Aughnaloopy - - -	- - - - -	Kilkeel.	<i>KILKENNY:</i>	All the Town- lands in this Union are in the County of Kilkenny.	Ballinamara.
Aughnahoor - - -			Ballycannon - - -		
Ballinran - - -			Ballydun - - -		
Ballinran, Upper - - -			Barrackhill (Barton) - - -		
Drumcro - - -			Barrackhill (Cranesboro') - - -		
Kilkeel - - -			Booylshea - - -		
Leitrim - - -			Brabstown - - -		
Leitrim, Upper - - -			Curraghkehoe - - -		
Maghereagh - - -			Dreelingstown - - -		
Magheramurphy - - -			Gaulstown, Lower - - -		
Mourne Mountains, Mid- dle - - -			Gaulstown, Upper - - -		
Moyad - - -	Kingsland, West - - -				
Moyad, Upper - - -	Knockroe - - -				
	Mount Gale - - -				
	Rahelty - - -				
	Rathmoyle - - -				
	Remeen - - -				
	Remeen - - -				
	Wallstown - - -				
Ballincurry - - -	- - - - -	Killowen.	Ballybeagh - - -	- - - - -	Ballybeagh.
Ballincurry, Upper - - -			Boggan - - -		
Ballindoalty - - -			Brittas - - -		
Ballindoalty, Upper - - -			Canvarstown - - -		
Ballinran - - -			Curraghscarteen - - -		
Ballinran, Upper - - -			Gortnagap - - -		
Ballintur - - -			Kyleballyoughter - - -		
Ballintur, Upper - - -			Lisnalea - - -		
Ballyedmond - - -			New England - - -		
Ballyedmond, Upper - - -			Newtown - - -		
Ballyneddan - - -			Rathmacan - - -		
Ballyneddan, Upper - - -	Trenchardstown - - -				
Kilfeaghan - - -	Balleven - - -				
Kilfeaghan, Upper - - -	Ballycallan - - -				
Kilowen Mountains - - -	Ballycuddihy - - -				
The Point Park - - -	Ballyfrunk - - -				
Rosstrevor Mountains - - -	Ballyhack - - -				
Tamnyveagh - - -	Baungarriff - - -				
	Baunnaraha - - -				
	Clonard - - -				
	Coolnapisha - - -				
	Corstown - - -				
	Curragh - - -				
	Damma, Lower - - -				
	Damma, Upper - - -				
	Doorath - - -				
	Goldenfield - - -				
	Gorteenteen - - -				
	Michaelschurch - - -				
	Redeen - - -				
	Riesk - - -				
	Rossdama - - -				
	Toberbreedia - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILKENNY—continued.	All the Town-lands in this Union are in the County of Kilkenny.		KILKENNY—continued.	All the Town-lands in this Union are in the County of Kilkenny.	
Dunmore Park - -			Dunmore Park - -	Dunmore.	
Dunmore, West - -			Dunmore, West - -		
Loughmerans - -			Loughmerans - -		
Radestown, North - -			Radestown, North - -		
Radestown, South - -			Radestown, South - -		
Ballylarkin, Lower - -			Ballylarkin, Lower - -		
Ballylarkin, Upper - -			Ballylarkin, Upper - -		
Ballynolan - -			Ballynolan - -		
Ballyphilip - -			Ballyphilip - -		
Ballyroe - -			Ballyroe - -		
Baunaniska - -			Baunaniska - -		
Bawntanameenagh - -			Bawntanameenagh - -		
Bishopsmeadows - -			Bishopsmeadows - -		
Boherkyle - -			Boherkyle - -		
Brownstown - -			Brownstown - -		
Clashacrow - -			Clashacrow - -		
Clintstown - -			Clintstown - -		
Cooleeshalbeg - -			Cooleeshalbeg - -		
Cooleeshalmore - -			Cooleeshalmore - -		
Crowhill - -			Crowhill - -		
Curraghduff - -			Curraghduff - -		
Freshford - -			Freshford - -		
Freshford Lots - -			Freshford Lots - -		
Inchmore - -			Inchmore - -		
Knockown - -			Knockown - -		
Moat - -			Moat - -		
Monabricka - -			Monabricka - -		
Sart - -			Sart - -		
Sart - -			Sart - -		
Tobernapeastia - -			Tobernapeastia - -		
Upperwood Demesne - -			Upperwood Demesne - -		
Monabrogue - -			Monabrogue - -		
Ballyquirk - -			Ballyquirk - -		
Blanchvillespark - -			Blanchvillespark - -		
Bodal - -			Bodal - -		
Brickana - -			Brickana - -		
Castleellis - -			Castleellis - -		
Clashmagrath - -			Clashmagrath - -		
Clashwilliam - -			Clashwilliam - -		
Clashwilliam, Upper - -			Clashwilliam, Upper - -		
Clifden Commons - -			Clifden Commons - -		
Clover - -			Clover - -		
Commons - -			Commons - -		
Commons, North - -			Commons, North - -		
Commons, South - -			Commons, South - -		
Earlsbog Commons - -			Earlsbog Commons - -		
Flagmount, North - -			Flagmount, North - -		
Flagmount, South - -			Flagmount, South - -		
Gallowshill - -			Gallowshill - -		
Gowran - -			Gowran - -		
Gowran Demesne - -			Gowran Demesne - -		
Newhouse - -			Newhouse - -		
Redbog - -			Redbog - -		
Redbog - -			Redbog - -		
Sheafield, North - -			Sheafield, North - -		
Sheafield, South - -			Sheafield, South - -		
Stangs - -			Stangs - -		
Talbotshill - -			Talbotshill - -		
Watree - -			Watree - -		
Woodquarter - -			Woodquarter - -		
Woodville - -			Woodville - -		
Aughtanny - -			Aughtanny - -		
Ballybur, Lower - -			Ballybur, Lower - -		
Ballybur, Upper - -			Ballybur, Upper - -		
Baunlusk - -			Baunlusk - -		
Brownstown - -			Brownstown - -		
Castleinch, or Inchyola-ghan - -			Castleinch, or Inchyola-ghan - -		
Churchill - -			Churchill - -		
Derdimus - -			Derdimus - -		
Dunmore Park - -			Dunmore Park - -		
Dunmore, East - -			Dunmore, East - -		
Dunmore, West - -			Dunmore, West - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
Dunmore, Upper - -			Dunmore, Upper - -		
Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
Dunmore, Upper - -			Dunmore, Upper - -		
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Dunmore, South - -			Dunmore, South - -		
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Dunmore, South - -			Dunmore, South - -		
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Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
Dunmore, Upper - -			Dunmore, Upper - -		
Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
Dunmore, Upper - -			Dunmore, Upper - -		
Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
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Dunmore, Middle - -			Dunmore, Middle - -		
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Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
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Dunmore, Lower - -			Dunmore, Lower - -		
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Dunmore, Lower - -			Dunmore, Lower - -		
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Dunmore, South - -			Dunmore, South - -		
Dunmore, Middle - -			Dunmore, Middle - -		
Dunmore, Upper - -			Dunmore, Upper - -		
Dunmore, Lower - -			Dunmore, Lower - -		
Dunmore, North - -			Dunmore, North - -		
Dunmore, South - -			Dunmore, South - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILKENNY—continued.	All the Town- lands in this Union are in the County of Kilkenny.	Grange.	KILKENNY—continued.	All the Town- lands in this Union are in the County of Kilkenny.	
Garraun - - -			Leggetsrath, West *		
Glebe - - -	- - -	Grange.	Loughboy - - -	- - -	
Goslingstown - - -			Loughmacask - - -		
Grange - - -			Lousybush - - -		
Grange - - -			Lyons † - - -		
Grangecuffe - - -			Lyrath - - -		
Kilmog, or Racecourse - - -			Maidenhill * - - -		
Knocklegan - - -			Margaretsfields - - -		
Parkmore - - -			Marnell's Meadows * - - -		
Raheenapisha - - -			Maudlin Island - - -		
Raheenduff - - -			Middleknock - - -		
Rathaleek - - -	- - -	Grange.	Mortgagefields - - -	- - -	
Woodlands - - -			New Orchard - - -		
Archersgrove - - -			Newpark, Lower * - - -		
Archerslears - - -			Newpark, Upper - - -		
Archersrath - - -			Newtown - - -		
Archerstreetlot * - - -			Oldpark - - -		
Ardboy - - -			Palmerstown - - -		
Ardseradaun * - - -			Palmerstown - - -		
Ayersfields * - - -			Pennefather's Lot * - - -		
Birchfield - - -			Poulgour - - -		
Bishop's Demesne * - - -	- - -	Kilkenny.	Purcell's Inch - - -	- - -	Kilkenny.
Bishop's Meadows * - - -			Quarryland - - -		
Blanchfieldsland - - -			Raggettsland - - -		
Bleachgreen - - -			Raheennagun - - -		
Bonnetsrath - - -			Reviewfields - - -		
Brownstown - - -			Roachpond * - - -		
Baunreagh - - -			Robertshill * - - -		
Cashel * - - -			St. Mary's Parish † - - -		
Castleblunden - - -			Seixeslough * - - -		
Clonmoran - - -			Shellumsrath - - -		
Cellarstown, East - - -	- - -	Kilkenny.	Sion Hermitage - - -	- - -	
Cellarstown, Lower - - -			Smithsland, North - - -		
Cellarstown, Upper - - -			Smithsland, South - - -		
Cellarstown, West - - -			Springhill - - -		
Charterschool Land - - -			Sugarloafhill † - - -		
Collegepark † - - -			Talbotsinch * - - -		
Coolgrange - - -			Templemartin - - -		
Coxsfields - - -			Walkinslough † - - -		
Crokershill * - - -			Warrington - - -		
Deansground † - - -			Wetland - - -		
Danville - - -	- - -	Kilkenny.	Ballyfoyle - - -	- - -	
Deerpark - - -			Bullockhill - - -		
Dicksborough - - -			Cloghpook - - -		
Donaghmore - - -			Coolbricken - - -		
Drakeland, Lower - - -			Drumerhin - - -		
Drakeland, Middle - - -			Grove, or Cramer's Grove - - -		
Drakeland, Upper - - -			Kilkieran - - -		
Dukesmeadows * - - -			Kilmademoge - - -		
Dukesmeadows * - - -			Kilmadam - - -		
Dukesmeadows - - -			Knocknew - - -		
Dunmore - - -	- - -	Kilkieran.	Leapstown - - -	- - -	
Friar's Inch * - - -			Mobil - - -		
Garden † - - -			Ruthstown - - -		
Gardens † - - -			Ruthstown - - -		
Gardens † - - -			Ardaloo - - -		
Gallowshill - - -			Ballycarran - - -		
Garrincree - - -			Ballycarran, Little - - -		
Glendine * - - -			Ballydaniel - - -		
Greenridge - - -			Borris, Big - - -		
Highhays † - - -			Borris, Little - - -		
Holdensrath - - -	- - -	Odagh.	Carrigeen - - -		
Jamesgreen † - - -			Earlsbog - - -		
Jamespark * - - -			Killaree - - -		
Joinersfolly - - -			Knockgrace - - -		
Kilcreen - - -			Leugh - - -		
Kilcreen * - - -			Lushkinnagh - - -		
Kingsland - - -			Monafra - - -		
Kylebeg - - -			Naglesland - - -		
Kyleroe - - -			Odagh - - -		
Lacken * - - -					
Leggetsrath, East - - -					

* Thus marked are partly within the Municipal Borough of Kilkenny.

† Thus marked are within the Municipal Borough of Kilkenny.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILKENNY— <i>continued.</i>	All the Town- lands in this Union are in the County of Kilkenny.	Odagh.	KILKENNY— <i>continued.</i>	All the Town- lands in this Union are in the County of Kilkenny.	Shankill.
Burcellsgarden - - -			Ballinvally - - -		
Simonsland - - -			Ballytarsna - - -		
uttonsrath - - -			Ballyvalden - - -		
Three Castles - - -			Coolcuttia - - -		
Three Castles Demesne -			Coorleagh - - -		
			Garryduff - - -		
			Jordanstown - - -		
			Jordanstown - - -		
			Kellymount - - -		
Ballynalina - - -	Shankill - - -				
Godalmore - - -	Sraghgaddy - - -				
Coulkstow - - -					
Burzelhouse - - -			Ballygorteen - - -		
Greene, East - - -			Baurnafea - - -		
Greene, West - - -			Castlewarren - - -		
Bilferagh - - -			Coolgreany - - -		
Bilree - - -			Coolmarks - - -		
Butrath - - -			Freneystown - - -		
Beastown - - -			Reevanagh - - -		
Wallslough - - -					
Wallslough - - -					
Bohernastrekann, or Kil- lure - - -			Ballaghcloneen - - -		
Butlersgrove - - -			Briskalagh - - -		
Castlekelly - - -			Courtstown - - -		
Cuninga - - -			Foylatalure - - -		
Cilmacahill - - -			Huntstown - - -		
Caulstown - - -			Lates - - -		
			Lisballyfroot - - -		
			Oldtown - - -		
			Oldtown Hill - - -		
			Raheen - - -		
			Tullaroan - - -		
		</			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>KILLALA—continued.</i>	All the Town- lands in this Union are in the County of Mayo.		<i>KILLALA—continued.</i>	All the Town- lands in this Union are in the County of Mayo.	Kilfian, South.
Behy - - -			Lessanny - - -		
Beldergbeg - - -			Shanvodinnaun - - -		
Beldergmore - - -			Tonrea - - -		
Conaghira - - -			Treansnagh - - -		
Cregganbeg - - -			Tanywaddyduff - - -		
Geevraun - - -					
Glenagh - - -					
Glencalry, Lower - - -			Altderg - - -		
Glencalry, Upper - - -	- - -	Beldergmore.	Annaghmore - - -		
Glenglassera - - -			Annaghbeg - - -		
Horse Island - - -			Ballykinlettragh - - -		
Inagh - - -			Cluddaun - - -		
Lugnalettin - - -			Clydagh - - -		
Muinganierin - - -			Creevaghbeg - - -		
Rathavisteen - - -			Croaghau, East - - -		
Srahlaghy - - -			Crocknacally - - -	- - -	Kilfian, West.
Tawynaboll - - -			Glenedagh Eigher - - -		
			Glenedagh Oughter - - -		
Ballinagavna - - -			Keerglen - - -		
Ballintober - - -			Knockmoyle - - -		
Barranarran, Lower - - -			Shanettra - - -		
Barranarran, Upper - - -			Srahmeen - - -		
Beaghwyauraur - - -			Ummerantarry - - -		
Belladoon - - -					
Beaghwyanteean - - -			Abbeylands - - -		
Cartronrathroe - - -			Ardnagor - - -		
Cloonaghmore - - -			Atticloghy - - -		
Cloonsnaghta - - -			Ballybeg (Parish of Rathreagh) - - -		
Cloonaleedin - - -			Ballygowan - - -		
Cloonskeagh - - -			Bartragh Island - - -		
Cloontakillew - - -			Bellasallagh - - -		
Cloyrawer - - -					
Doonanarroo, Lower - - -	- - -	Kilfian, East.	Carn (Parish of Lackan)		
Doonanarroo, Upper - - -			Carrowkeel (Parish of Rathreagh) - - -		
Drinaghan - - -			Cartoon - - -		
Ellaghs - - -			Castlereagh - - -		
Fahy - - -			Cloonconway - - -		
Fallgarve - - -			Cloonskirtawn - - -		
Kincon - - -			Creevaghmore - - -		
Kinnavally - - -			Croaghan - - -		
Knocknagon - - -			Crosspatrick - - -		
Raheenroe - - -					
Ratheskin - - -			Farmhill - - -		
Rathroe - - -			Kilgobban - - -		
Rooghan - - -			Killala - - -		
Roosky - - -			Killogunra - - -		
Seeaghanban - - -			Killybrone - - -		
Seeaghandoo - - -			Kilroe - - -	- - -	Killala.
			Leadmore - - -		
Ardvarney - - -			Lecarrowanteean - - -		
Ballyglass (Parish of Moygawnagh) - - -			Meelick - - -		
Ballynagor - - -			Moneen - - -		
Calliaghadoo - - -			Moyne - - -		
Carn (Parish of Moy- gawnagh) - - -					
Carnclogh - - -			Rathcash - - -		
Carravokeene - - -			Rathnadoffy - - -		
Correens - - -			Rathowen, East - - -		
Corvoderry - - -			Rathowen, West - - -		
Corvoley - - -			Rathreagh - - -		
Croaghau, West - - -	- - -	Kilfian, South.	Ross (Bourke) - - -		
Doobehy - - -			Ross (Fallon) - - -		
Drumnanangle - - -			Ross (Gardiner) - - -		
Formoyle - - -			Ross (Goodwin) - - -		
Forrew - - -			Ross - - -		
Garranard - - -			Springhill - - -		
Garrynagran - - -					
Killeennashask - - -			Tawnaghmore, Lower - - -		
Knockananny - - -			Tawnaghmore, Upper - - -		
Knockaculleen - - -			Tonroe, Lower - - -		
Laghtanvack - - -			Tonroe, Upper - - -		
Lecarrowwaddy - - -			Townplots, East - - -		
			Townplots, West - - -		
			Ten small Islands - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILLARNEY— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.		KILLARNEY— <i>continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Dooaghs - - -			Maulyarkane - - -		
Dooaghs Commons - - -			Maulykeavane - - -		
Doolahig - - -			Mausrower - - -		
Glannagilliagh - - -			Meenagishagh - - -		
Illaunstookagh - - -			Reaboy - - -		
Knockaunglass - - -			Reanasup - - -		
Knockaunroe - - -			Scrahanaveal - - -		
Lauhir - - -			Scrahanfadda - - -		
Muingaphuca - - -	- - -	Caragh.	Tooreennamult - - -		
Quaybaun - - -			Tooreencahill - - -		
Scartnamackagh - - -			Toormore - - -		
Tooreennasliggaun - - -			Toornanaunagh - - -		
Treangarriv - - -					
Treanmanagh - - -			Ballyledder - - -		
Treanoughtragh - - -			Bridia - - -		
Two Islands - - -			Bunbinnia - - -		
			Cappanthlarig - - -		
Ards - - -			Capparoe - - -		
Alohart - - -			Cockow - - -		
Cappaganneen - - -			Cooleanig - - -		
Carhoobeg - - -			Coolroe - - -		
Carhoonahone - - -			Coomcallee - - -		
Churchtown - - -	- - -	Churchtown.	Coomreagh - - -		
Cloghernooch - - -			Curraghmore - - -		
Coolcummisk - - -			Dromlusk - - -		
Dromaloughane - - -			Eskwacrutia - - -		
Killoughane - - -			Gearha - - -		
Meallis - - -			Gortboy - - -		
Tullig - - -			Kill - - -		
			Lisleibane - - -		
Cloonkeen - - -			Maghanlawau - - -		
Clydaghrone - - -			Magherasrahan - - -		
Coomacullen - - -			Moyleglass - - -		
Cummeennabuddoge - - -			Muingagarha - - -		
Cummeenavrick - - -			Shanacloon - - -		
Derrymaclavode - - -					
Derrynafinnia - - -	- - -	Clydagh.	Arderone - - -		
Derryreag - - -			Boherboy - - -		
Dromavrauka - - -			Crag - - -		
Glashacormick - - -			Farranamranagh - - -		
Gortalicka - - -			Killeens - - -		
Gortnakilla - - -			Lissataggle - - -		
Knocknabro - - -			Meanus - - -		
Knocknagowan - - -			Urrohogal - - -		
Coolies - - -			Awnaskirtaun - - -		
Dromickbane - - -			Beheenagh - - -		
Faghbane - - -			Carran - - -		
Fagheullia - - -			Doocarrigbeg - - -		
Gortdromakiery - - -	- - -	Coolies.	Doocarrigmore - - -		
Gortagullane - - -			Drom - - -		
Scartlea - - -			Gortacareen - - -		
Sheheree - - -			Gortderrig - - -		
Ten Islands - - -			Gortnagane - - -		
			Kilquane - - -		
Anablaha - - -			Lisnagrave - - -		
Annaghbeg - - -			Raheen - - -		
Bawnard - - -			Shronebeg - - -		
Carhoonoe - - -			Shronemore - - -		
Coom - - -					
Cottage - - -			Anglont - - -		
Gneevgullia - - -			Ardmeelode - - -		
Gullaun, East - - -			Coolbane, East - - -		
Gullaun, West - - -			Coolbane, East - - -		
Inchicorrigan, East - - -	- - -	Coom.	Coolbane, West - - -		
Inchicorrigan, West - - -			Coolbane, West - - -		
Knockmanagh - - -			Coolroe, North - - -		
Knocknageeha - - -			Coolroe, South - - -		
Knocknaseed - - -			Corbally - - -		
Leamyglissane - - -			Dromin - - -		
Leamyglissane - - -			Dromin, East - - -		
Lisheen - - -			Dromin, West - - -		
Mastergeeha - - -					
Maughantoorig - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILLARNEY—continued.	All the Town- lands in this Union are in the County of Kerry.		KILLARNEY—continued.	All the Town- lands in this Union are in the County of Kerry.	
Dungeel - - -		Dromin.	Clashnagarrane - - -		
Dunmaniheen - - -			Cleedagh - - -		
Farranmanagh - - -			Cloonteens - - -		
Knockreagh - - -			Coolbaun - - -		
Lismacfinnin - - -			Coolbaun - - -		
Nantinan - - -			Coollick - - -		
			Coollick - - -		
Ballagh - - -			Coolnagarrahy - - -		
Beaufort - - -			Doonryan - - -		
Clydagh - - -			Dooneen - - -		
Coolmagort - - -			Dromadeesirt - - -		
Cullenagh, Lower - - -			Glebe - - -		
Cullenagh, Upper - - -			Gortnatona - - -		
Crossderry - - -		Dunloe.	Inchycullane - - -		Kilcummin.
Derryard - - -			Kilbreanbeg - - -		
Derrygarraiv - - -			Knockacullig, North - - -		
Derrylahan - - -			Knockacullig, South - - -		
Derrylea - - -			Knockalibade - - -		
Derrycarna - - -			Knockatagglebeg - - -		
Dunloe, Lower - - -			Knockatagglemore - - -		
Dunloe, Upper - - -			Knockauncore - - -		
			Knockeenalicka - - -		
Cappagh - - -			Leamnaguila - - -		
Crohane - - -			Lisroe - - -		
Curraglass - - -			Rahanane - - -		
Curreal - - -			Scart - - -		
Derreenacullig - - -					
Derrybanane - - -			Ballymacpierce - - -		
Dromdiralough - - -			Ballymacdonnell - - -		
Drominaharee - - -			Coolnacallagh - - -		
Foilduane - - -			Farrandector - - -		
Freaghanagh - - -			Garrundarragh - - -		
Garries - - -		Flesk.	Glanbane - - -		Kilfelim.
Gortaloughane - - -			Kilfelim - - -		
Gortalee - - -			Kilfallinga - - -		
Killaha - - -			Loughnagore - - -		
Knockaunnacuddoge - - -			Springmount - - -		
Rossacroonaloo - - -					
Rossalia - - -			Annadale - - -		
Rusheenbeg - - -			Ardaluckeen - - -		
Rusheenmore - - -			Ardlaghas - - -		
Shronaboy - - -			Ardraw - - -		
Tullaha - - -			Brookhill - - -		
Two Islands - - -			Cappagh - - -		
			Cappagh - - -		
Annaghilymore - - -			Gortloughra - - -		
Barraduff - - -			Gortmaskarry - - -		
Cools - - -			Groin - - -		
Headfort - - -		Headfort.	Kilcoolaght, East - - -		Kilgobnet.
Knockeennagowan - - -			Kilcoolaght, West - - -		
Knockysheehan - - -			Kilgobnet - - -		
Lisbabe - - -			Knocknaboola - - -		
Raheen - - -			Meanus - - -		
Rossacroo - - -			Meanus - - -		
Shronedarragh - - -			Mweelcaha - - -		
			Ownagarry - - -		
Ballymalis - - -			Parkalassa - - -		
Commons - - -			Tubbrid - - -		
Culleenybeg - - -			Whitefield - - -		
Culleenymore - - -					
Gneeves - - -					
Kilbonane - - -		Kilbonane.	Aghaleemore - - -		
Knocknaman - - -			Ardaneanig - - -		
Laharan - - -			Ardnamweely - - -		
Lisheennashingane - - -			Ardshanavooly - - -		
Lissavane, East - - -			Avenue - - -		
Lissavane, West - - -			Ballahacommane - - -		
Listry - - -			Ballycasheen - - -		Killarney.
Slievegaura - - -			Ballydowny - - -		
			Ballydribbeen - - -		
Ardagh - - -		Kilcummin.	Ballyspillane - - -		
Ballydeenlea - - -			Brown, or Rabbit Island - - -		
Ballynamaunagh - - -			Bunrower - - -		
Buddaghauns - - -					

[illegible]

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILMACTHOMAS:	All the Town- lands in this Union are in the County of Waterford.	Annestown.	KILMACTHOMAS—continued.	All the Town- lands in this Union are in the County of Waterford.	Fox's Castle.
Arnestown - - -			Adramonebeg - - -		
Ballyheadon - - -			Adramonemore - - -		
Ballynageeragh - - -			Ballingowan - - -		
Ballynagorkagh - - -			Ballylinch - - -		
Benvoy - - -			Ballyvalloona - - -		
Castlecraddock - - -			Carrickarea - - -		
Castlecraddockbog - - -			Carrickbarrahane - - -		
Clanabratton - - -			Drumlohan - - -		
Dunhill - - -			Durrow - - -		
Green Island - - -			Faha - - -		
Kilcannon - - -			Fox's Castle - - -		
Kilmurrin - - -			Garrahylish - - -		
Kilteague - - -			Garranmillon, Lower - - -		
Knockane - - -			Garranmillon, Upper - - -		
Knassaviron - - -	Ballylaneen.	Ballylaneen.	Glen, East - - -		Gardenmorris.
Knassavironbog - - -			Glen, West - - -		
Kilnewtown - - -			Lemybrien - - -		
Kilwoodstown - - -			Millerstown - - -		
			Paulsacres - - -		
			Robertstown - - -		
			Shanacool - - -		
			Ballingarry - - -		
			Ballinlough - - -		
			Ballyristeen - - -		
			Ballyvadden - - -		
			Bog - - -		
			Gardenmorris - - -		
			Kilduane - - -		
	Carrigcastle.	Carrigcastle.	Knockane - - -		Georgetown.
			Rathanny - - -		
			Rathquage - - -		
			Sleeven - - -		
			Ballyvohalane - - -		
			Farranalabesery - - -		
			Georgetown - - -		
			Kilmovlin - - -		
			Shanakill - - -		
			Ballymurrin - - -		Kilbarrymeaden.
			Caheruane - - -		
			Carrigean - - -		
			Kilbeg - - -		
			Kilbarrymeaden - - -		
	Comeragh.	Comeragh.			
			Ballyogarty - - -		
			Carrignananshagh - - -		
			Cooltubbrid, East - - -		
			Cooltubbrid, West - - -		
			Currabaha, East - - -		
			Currabaha, West - - -		
			Graignenageeha - - -		Kilmacthomas.
			Graigueshoneen - - -		
			Kilmacthomas - - -		
			Kilnagrange - - -		
			Parkeennaglogh - - -		
			Rathmaiden - - -		
			Scrahan - - -		
			Whitestown - - -		
			Ballydowane, East - - -		
			Ballydowane, West - - -		
	Dunhill.	Dunhill.	Ballygarran - - -		
			Ballynahila - - -		
			Ballynagigla - - -		
			Ballynarrid - - -		
			Ballynasissala - - -		Knockmahon.
			Carrickaready - - -		
			Knockmahon - - -		
			Lisnageragh - - -		
			Tankardstown - - -		
			Templeyvrack - - -		
	Fews.	Fews.			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
KILMACHTOMAS—continued.	All the Town- lands in this Union are in the County of Waterford.		KILMALLOCK—continued.	Limerick	Athlacca.
Ballintlea - - -			Athlacca, North - - -		
Ballykeroge, Big - - -		Mount Kennedy.	Athlacca, South - - -		
Ballykeroge, Little - - -			Coolboy - - -		
Ballynevoga - - -			Glenma - - -		
Barnankile - - -			Rathcannon - - -		
Bellaheen - - -			Rosstemple - - -		
Boolattin - - -			Tullerboy - - -		
Carrigeennageragh, Big			Ballincarroona - - -		
Carrigeennageragh, Little			Ballincarroona - - -		
Carrigmoorna - - -			Ballyhaght - - -		
Castlequarter - - -			Ballymacshaneboy - - -		
Curraheen - - -			Ballymacshaneboy - - -		
Englishtown - - -		Newtown.	Ballyshaneboy - - -		
Glendalligan - - -			Ballyshonikin - - -		
Gortavicary - - -			Ballywoodane - - -	- ditto -	Ballymacsha boy.
Knockyelan - - -			Ballywoodane - - -		
Shanbally - - -			Brickfield - - -		
Treanearla Commons - - -			Coombs - - -		
			Garranekeagh - - -		
Ballybrack - - -			Jamestown - - -		
Ballyhussa - - -			Mountrussell - - -		
Ballyshonock - - -			Newpark - - -		
Ballyvadd - - -			Ardayreagh - - -		
Carrigeen - - -			Ardaykeohane - - -		
Greenan - - -			Ballinlee - - -		
Knockhouse - - -			Ballinlee, North - - -		
Lissahane - - -			Ballinrea - - -		
Newtown - - -			Ballybane - - -		
Robertstown - - -			Ballycampion - - -		
			Ballydaheen - - -		
Ballyvoyle - - -			Ballygrennan - - -		
Carrickahilla - - -			Ballynagallagh - - -		
Carrigeenahaha - - -			Ballynanty - - -	- ditto -	Bruff.
Curraheen - - -			Ballyreesode - - -		
Island - - -			Brackvoan - - -		
Islandhubbock - - -			Bruff - - -		
Kilminnin, Lower - - -			Camas, South - - -		
Kilminnin, Upper - - -			Garbally - - -		
Knockadrumalea - - -			Garbally - - -		
Monavaud - - -			Grillagh - - -		
Newtown - - -			Mullans - - -		
Park - - -			Newtown - - -		
Scartacrooka - - -			Parkroe - - -		
Sheskin - - -			Tullabracky - - -		
Stradballybeg - - -			Bruree - - -		
Stradballymore - - -			Ballygubba, South - - -		
Woodhouse - - -			Ballyhinnaught - - -		
			Ballynoe - - -		
Ballykilmurry - - -			Cloonlogue - - -		
Curraun - - -			Forty acres - - -		
Cutteen, North - - -			Garroose - - -		
Cutteen, South - - -			Kilbreedy - - -		
Kilrossanty - - -			Knockaunavoddig - - -		
			Knockfenora - - -	- ditto -	Bruree.
KILMALLOCK:			Knockmore - - -		
Ardpatrick - - -			Lotteragh, Lower - - -		
Ballinerana - - -			Lotteragh, Upper - - -		
Ballygillane - - -			Mounteagle - - -		
Ballynahown - - -			Tankardstown, North - - -		
Ballynamoloogh - - -			Tankardstown, South - - -		
Baumore - - -			Knocksouna - - -		
Bohermagore - - -			Ballincurra - - -		
Flemingstown - - -			Ballinscaula - - -		
Kilmihill - - -			Ballycullane - - -		
Laurencetown, North - - -			Ballygrennan - - -	- ditto -	Bulgaden.
Laurencetown, South - - -			Bawnagh - - -		
Moneen - - -			Bulgaden Eady - - -		
Mortlestown - - -			Fantstown - - -		
Sunville, Lower - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILMALLOCK—continued.			KILMALLOCK—continued.		
Gibbonstown - -	Limerick	Bulgaden.	Cloonbrien - - -	Limerick	Dromin.
Gibbonstown - -			Cloonygarra - - -		
Kilreedy, East - -			Dromin, North - -		
Kilreedy, West - -			Dromin, South - -		
Rookeens - - -			Knockuregare - -		
Sullyleak - - -			Maidstown - - -		
			Raymondstown - -		
			Scoul - - - - -		
			Scoul - - - - -		
			Tynacocka - - -		
Ballinard - - -	ditto	Cahercorney.	Uregare - - - -		
Ballingoola - - -			Wellfield - - - -		
Ballinscoola - -					
Ballyboundash -			Balline - - - - -		
Cahercorney - -			Ballinvana - - -		
Clogherviller - -			Ballinvana - - -		
Fortnaskagh - -			Ballinvreena - -		
Terbertstown (O'Grady)			Ballynahinch - -		
Terbertstown (Powel) -			Bishopsfield - -		
Cilcullane - - -			Cush - - - - -		
Coohane - - - -	Cork	Charleville.	Darranstown - -	ditto	Emlygrennan.
Cootiagh - - - -			Doonmoon - - - -		
Howleystown - -			Elton - - - - -		
			Kilmurry - - - -		
Ballydaheen - -			Knocktoran - - -		
Ballyhubbo - - -			Martinstown - - -		
Ballysallagh - -			Stephenstown - -		
Ballysallagh - -			Teermore - - - -		
Broghill, North -					
Broghill, South -			Ballingarry - - -		
Coarliss - - - -	Limerick	Colmanswell.	Ballinvreena - -	ditto	Glenbrohane.
Portlands - - - -			Ballyfroota - - -		
Portskagh - - -			Ballynalacken - -		
Siltoohig - - - -			Bohereenkyle - -		
Sippane - - - -			Cloghast - - - -		
Ciscullane - - -			Glenbrohane - - -		
Cathgoggan, Middle			Glenlary - - - -		
Cathgoggan, North			Knockaunavlyman		
Cathgoggan, South			Knocklary - - - -		
Cathmorgan - - -			Mitchelstowndown		
	Limerick	Darragh.	Mitchelstowndown, East	ditto	Hospital.
Ballincolly - - -			Mitchelstowndown, North		
Ballyclogh, Lower			Mitchelstowndown, West		
Ballyclogh, Upper					
Ballynagoul - - -			Ahnagurra - - - -		
Clashgortmore - -			Ballintober - - -		
Creggane - - - -			Ballyfeerode - -		
Port, East - - - -			Glenaree - - - -		
Port, Middle - - -			Griston, East - -		
Port, West - - - -			Griston, West - -		
Foxhall, East - -	ditto	Dromin.	Kilgarrieff - - -		
Foxhall, West - -					
Farrane - - - - -			Ballycahill - - -	ditto	Kilfennane.
Farryfine - - - -			Ballincurra - - -		
Fortroe - - - - -			Ballinscoola - - -		
Killacolla - - - -			Ballynamona - - -		
			Barrysfarm - - -		
Ballynacourty - -			Castlefarm - - -		
Ballyshane - - -			Castlefarm - - -		
Darraghbeg - - -			Coolalough - - -		
Darraghmore - -			Coolscart - - - -		
Ruppulagh - - - -			Gotoon - - - - -		
Pittle - - - - -	ditto	Dromin.	Lodge - - - - -	ditto	Kilfennane.
Pulla - - - - -			Millfarm - - - -		
			Newtown - - - -		
Ballinculloo - - -			Oldtown (Bennett)		
Ballincurra - - -			Oldtown (Ryan) -		
Ballingayroure - -			Portboy - - - - -		
Ballinlee, South -					
Ballinstona, North			Ballinanima (Brew)		
Ballinstona, South			Ballinanima (Massy)		
Ballyania - - - -			Ballinanima (D'Arcy)		
Ballygubba, North			Ballinlyna, Lower		
Ballynamuddagh -					
Clogher, East - -					
Clogher, West - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>KILMALLOCK—continued.</i>			<i>KILMALLOCK—continued.</i>		
Ballinlyna, Upper - - -	Limerick	Kilfinnane.	Gorteenacreeagh - - -	Limerick	Knockainy.
Ballygeogoge - - -			Kilballyowen - - -		
Ballyriggin - - -			Knockainy, West - - -		
Ballyroe, Lower - - -			Knockainy, East - - -		
Ballyroe, Upper - - -			Kyle - - -		
Bosnetstown - - -			Loughgur - - -		
Garrynlease - - -			Milltown - - -		
Kilfinnane - - -			Patrickswell - - -		
Killeen - - -			Ragamus - - -		
Moorestown - - -			Rathanny - - -		
Thomastown - - -					
Abbey - - -	- ditto -	Kilflyn.	Ardmore - - -	- ditto -	Knocklong.
Ballydonohoe - - -			Ballincarroona - - -		
Ballyorgan - - -			Grange - - -		
Clovers - - -			Hammondstown - - -		
Coolavehy - - -			Islanddromagh - - -		
Coolfree - - -			Kilfrush - - -		
Garryarthur - - -			Knocklong, East - - -		
Hountscourt - - -			Knocklong, West - - -		
Keale - - -			Knocklong - - -		
Kilcruaig - - -			Raheen - - -		
Raheenroe - - -			Raheennamadra - - -		
			Ryves Castle - - -		
			Scarteen - - -		
Abbeyfarm - - -	- ditto -	Kilmallock.	Ardglass - - -	Cork	Milltown.
Ardkilmartin - - -			Ardglass - - -		
Ardyoul - - -			Ardmore - - -		
Ash Hill - - -			Boollard - - -		
Ballingaddy, North - - -			Cloghanughera - - -		
Ballingaddy, South - - -			Cloonkeen - - -		
Ballycullane - - -			Clyderragh - - -		
Bawntard, North - - -			Cooliney - - -		
Bawntard, South - - -			Farranshonikeen - - -		
Breesheen, North - - -			Fiddane - - -		
Breesheen, South - - -			Glengarriff - - -		
Coolroe - - -			Killaree - - -		
Cullamus - - -			Kiltass - - -		
Deebert - - -	- ditto -	Kilteely.	Milltown - - -	Limerick	Particles.
Fairyfield Glebe - - -			Milltown - - -		
Garrynoe - - -			Rathnacally - - -		
Glenfield - - -			Shandrum - - -		
Gortboy - - -					
Gotoon - - -			Banatlea - - -		
Graiganster - - -			Castle Oliver - - -		
Graiganster - - -			Fanningstown - - -		
Kilmallock - - -			Glenanair, East - - -		
Kilmallock Hill - - -			Glenanair, West - - -		
Millmount - - -	- ditto -	Knockainy.	Glenosheen - - -	- ditto -	Rockhill.
Milltown - - -			Moanmore - - -		
Mountcoote - - -			Raheenroe - - -		
Mount Fox - - -			Sunville, Upper - - -		
Portauns - - -			Toor - - -		
Proonts - - -					
Riversfield - - -			Ballinoran - - -		
Steales - - -			Ballinwillin - - -		
Treanlewis - - -			Ballyfookeen - - -		
			Ballyteige, Lower - - -		
Ballinlough and Glebe - - -	- ditto -	Kilteely.	Ballyteige, Upper - - -	- ditto -	Rockhill.
Ballynagranagh - - -			Cappanafaraha - - -		
Ballyvoudeen - - -			Cooleen - - -		
Carrickettle - - -			Coolreagh - - -		
Cool - - -			Dromacummer, East - - -		
Cromwell - - -			Dromacummer, West - - -		
Garrynchera - - -			Harding Grove - - -		
Kildromin - - -			Howardstown, North - - -		
Kilteely - - -			Howardstown, South - - -		
Wonderhill - - -			Kilbreedy - - -		
Ballyhaukish - - -	- ditto -	Knockainy.	Knockannacreeva - - -		
Ballynalabagh - - -			Lackanagrour - - -		
Correenfeeradda - - -					
Gortacloona - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>MALLOCK—continued.</i>			<i>KILRUSH—continued.</i>	All the Town- lands in this Union are in the County of Clare.	
Bardnageehy - - -	Cork	Springfort.	Ballykett - - -	- - -	Clooncoorha.
Ballycoskery - - -			Breaghva - - -		
Ballynadrideen - - -			Gowerhass - - -		
Ballynoran - - -			Moyaddabeg - - -		
Ballypierce - - -			Parknamoney - - -		
Ballyroe - - -			Rape Park - - -		
Bastleharrison - - -			Tullagower - - -		
Bastle Wrixon - - -			Tullabrack - - -		
Bastle Wrixon, South - - -			Tullabrack, East - - -		
Bashganniv - - -			Tullabrack, West - - -		
Bolcaum - - -	Limerick	Tobernea.	Alva - - -	- - -	Cooraclare.
Borran - - -			Aughagarna - - -		
Borrynagranoge - - -			Brisla, East - - -		
Brockardamrum - - -			Brisla, West - - -		
Bommons - - -			Carrow - - -		
Bonfin - - -			Cloonacullin - - -		
Borrynacoonagh, North - - -			Cloonreddan - - -		
Borrynacoonagh, South - - -			Gower, North - - -		
Borrynderk, North - - -			Gower, South - - -		
Borrynderk, South - - -			Kilmacduane, East - - -		
Bortacrank - - -	- ditto -	Uregare.	Kilmacduane, West - - -	- - -	Creagh.
Bragane - - -			Teernagloghane - - -		
Bount Blakeney - - -			Caheraghacullin - - -		
Bomastown - - -			Cloghaunbeg, East - - -		
Bobernea - - -			Cloghaunbeg, West - - -		
Bobernea, East - - -			Cloghaunmore, East - - -		
Bobernea, Middle - - -			Cloghaunmore, West - - -		
Bobernea, West - - -			Cloonena - - -		
Bdamstown - - -			Cloonwhite, North - - -		
Baggotstown - - -			Cloonwhite, South - - -		
Baggotstown, East - - -	- ditto -	Uregare.	Creegh, North - - -	- - -	Doonbeg.
Baggotstown, West - - -			Creegh, South - - -		
Ballincolloo - - -			Leitrim - - -		
Balline - - -			Acres - - -		
Ballybeg - - -			Caherfeenick, North - - -		
Ballydaly - - -			Caherfeenick, South - - -		
Ballynamona - - -			Carrowmore - - -		
Ballyvulhane - - -			Carrowmore, North - - -		
Bannageeragh - - -			Cloonmore - - -		
Bottonstown - - -			Doonbeg - - -		
Bulgaden - - -	- ditto -	Uregare.	Mount Rivers - - -	- - -	Drumellihiy.
Bulgaden Hall - - -			Ballynagun, East - - -		
Bottage - - -			Ballynagun, West - - -		
Boat Island - - -			Dangananella, East - - -		
Bormanstown - - -			Dangananella, West - - -		
Bormanstown (Grady) - - -			Drumellihiy, Conyngham - - -		
Bormanstown (Phillips) - - -			Drumellihiy, M'Donnell - - -		
Bagheraragh - - -			Drumellihiy, Westby - - -		
Bagheraragh - - -			Drumellihiy, Westropp - - -		
Bleadagh - - -			Sragh - - -		
Biltown - - -	All the Town- lands in this Union are in the County of Clare.	Cahermurphy.	Banmore - - -	- - -	Einagh.
Bankardstown - - -			Einagh - - -		
			Emlagh - - -		
			Garraun - - -		
			Kildeema - - -		
			Lismuse - - -		
			Lisgurreen - - -		
			Moyasta - - -		
			Boolynamweell - - -		
			Cloonakilla - - -		
	- ditto -	Cloonadrum.	Crag - - -	- - -	Glenmore.
			Crag - - -		
			Glenmore - - -		
			Grey Grove - - -		
			Kiltumper - - -		
			Knockalough - - -		
			Knockmore - - -		
			Lacken - - -		
<i>KILRUSH:</i>	All the Town- lands in this Union are in the County of Clare.	Cahermurphy.	Bahermurphy - - -	- - -	Einagh.
Bastlepark - - -			Bastlepark - - -		
Bheeaun - - -			Bheeaun - - -		
Bloonagarnaun - - -			Bloonagarnaun - - -		
Blohauninehy - - -			Blohauninehy - - -		
Bloonadrum - - -			Bloonadrum - - -		
Braggaknock, East - - -			Braggaknock, East - - -		
Braggaknock, West - - -			Braggaknock, West - - -		
Braggaun - - -			Braggaun - - -		
Binnorbeg - - -			Binnorbeg - - -		
Binnormore - - -	- ditto -	Cahermurphy.	Binnormore - - -	- - -	Glenmore.
Billehaun - - -			Billehaun - - -		
Bissyneilan - - -			Bissyneilan - - -		
Bollosky - - -			Bollosky - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KILRUSH—continued.	All the Town- lands in this Union are in the County of Clare.	Kilballyowen.	KILRUSH—continued.	All the Town- lands in this Union are in the County of Clare.	
Cloghaunsavaun - - -			Ballymacrinan - - -		
Feeard - - -			Ballymacurtaun - - -		
Fodry - - -			Ballynote, East - - -		
Kilbaha, North - - -			Ballynote, West - - -		
Kilbaha, South - - -			Ballyurra - - -		
Kilballyowen - - -			Cappagh - - -		
Kiltrellig - - -			Carnaun - - -		
Lissalougha - - -			Carrowdotia, North - - -		
Moneen - - -			Carrowdotia, South - - -		
Oughterard - - -			Carrowncallagh, North - - -		
Quilty - - -			Carrowncallagh, South - - -		
Ross - - -			Cloonylissaun - - -		
<i>Seven Islands</i> - - -			Drimna - - -		Kilrush.
Corbally - - -	- - -	Kilkee.	Dysert - - -		
Doonaghboy, or Bally- onan - - -			Feagarroge - - -		
Dough - - -			Hog Island - - -		
Foohagh - - -			Illaunaclaggin - - -		
Kilfearagh - - -			Illaunalea - - -		
Kilkee, Lower - - -			Kilrush - - -		
Kilkee, Upper - - -			Leadmore, East - - -		
Lisdeen - - -			Leadmore, West - - -		
Lisluinaghan - - -			Moanmore, Lower - - -		
Knockroe - - -			Moanmore, North - - -		
			Moanmore, South - - -		
			Moanmore, Upper - - -		
	- - -	Killard.	Moyne - - -		
Ballard - - -			Scattery Island - - -		
Caherlean - - -			Ballycurraun - - -		Knock.
Doonmore - - -			Bleanmore - - -		
Glascoon - - -			Breaghva - - -		
Killard - - -			Coolmuinga - - -		
			Carrowbane - - -		
			Cassarnagh - - -		
			Derrylough - - -		
			Gortnaskagh - - -		
			Kilmore - - -		
			Knock - - -		
			Knockerry, East - - -		
			Knocknahooan - - -		
	- - -	Killimer.	Knocknahooan - - -		
Burrane, Lower - - -			Lisheenyeeden - - -		
Burrane, Upper - - -			Tarmon - - -		
Carrowfree - - -			Tonavoher - - -		
Doonnagurroge - - -			Cloonlaheen, East - - -		Knocknabole.
Dunneill - - -			Cloonlaheen, Middle - - -		
Garraunnatooha - - -			Cloonlaheen, West - - -		
Kilcarroll - - -			Coor, East - - -		
Knockderry, West - - -			Coor, West - - -		
Molougha - - -			Creevagh - - -		
Moyaddamore - - -			Doolagh - - -		
Poulnadarree - - -			Drummin - - -		
Teervarna - - -			Franmannagh - - -		
Thomastown - - -			Carrowbloughbeg - - -		
	- - -	Kilmihil.	Carrowbloughmore - - -		
Aghaga - - -			Carrowmore, South - - -		Knocknagore.
Ballyduneeen - - -			Farrihy - - -		
Cahercannavan - - -			Tullaher - - -		
Corraige - - -			Kilcasheen - - -		
Kilmihil - - -			Moveen, East - - -		
Lack, East - - -			Moveen, West - - -		
Lack, West - - -			Breaghva - - -		
			Doonaha, East - - -		
			Doonaha, West - - -		
			Furroor, Lower - - -		
			Furroor, Upper - - -		
			Illaunonearaun - - -		
	- - -	Kilmurry.	Lisheen Crony - - -		Moveen.
Annagh - - -			Lisheen Furroor - - -		
Ballymackeabeg - - -			Moyarta, East - - -		
Ballymackeamore - - -			Moyarta, West - - -		
Caherrush - - -					
Emlagh - - -					
Mattle Island - - -					
Mutton Island - - -					
Quilty, East - - -					
Quilty, West - - -					
Rineroe - - -					
Seafield - - -					
Shandrum - - -					
Tromra Castle - - -					Moyarta.
Tromra, East - - -					
Tromra, West - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RUSH—continued.	All the Town- lands in this Union are in the County of Clare.	Mullagh.	KINSALE—continued.	All the Town- lands in this Union are in the County of Cork.	Ballyfeard.
arrowlagan - - -			Ballingarry, East - - -		
arrownagry, North - - -			Ballingarry, Middle - - -		
arrownagry, South - - -			Ballingarry, West - - -		
oghaunatinny - - -			Ballinluig, East - - -		
erreen - - -			Ballinluig, West - - -		
onogan - - -			Ballintrideen - - -		
nocknahilabeg - - -			Ballyhamsane - - -		
nocknahilamore, North - - -			Ballynoe - - -		
nocknahilamore, South - - -			Fartha - - -		
oyglassbeg - - -	Kilboy - - -	Ballyfoyle.			
oyglassmore - - -	Robertstown - - -				
errin - - -	Ballindeasig - - -				
anganagh - - -	Ballindeasig - - -				
llaroe - - -	Ballinvologe - - -				
oghaunbeg - - -	Ballyfoyle - - -				
onconeen - - -	Ballynalougha - - -				
oss - - -	Britfieldstown - - -				
lclogher - - -	Killowen - - -				
leredaun - - -	Reagrove - - -				
lleenagh - - -	Reaniesglen - - -	Ballymaclean.			
hona, East - - -	Reanieshouse - - -				
hona, West - - -	Ringroe - - -				
hy, East - - -	Ballinroe - - -				
hy, West - - -	Ballymackean - - -				
memackaderrig - - -	Ballyrub - - -				
oo Islands - - -	Courtaparteen - - -				
amoge - - -	Crohane - - -				
arefield - - -	Dooneen, Lower - - -				
lnagalliagh - - -	Dooneen, Upper - - -				
aheen - - -	Downmacpatrick, or Old- head - - -				
wtown, East - - -	Kilcolman - - -	Ballymartle.			
wtown, West - - -	Killowny - - -				
haniska - - -	Knockgorm - - -				
rmon, East - - -	Lispatrick, Lower - - -				
rmon, West - - -	Lispatrick, Upper - - -				
oo Islands - - -	Oldcourt - - -				
ellia - - -	Four small Islands - - -				
arrownaweelaun - - -	Arlinstown - - -				
linny - - -	Ballinaboy - - -				
nocknagarhoon - - -	Ballindresrough - - -				
usklieve - - -	Ballintoher - - -	Carrigaline.			
usklieve - - -	Ballymartle - - -				
ullig - - -	Ballynabearna - - -				
ullig - - -	Coolkirky - - -				
our Islands - - -	Corruragh - - -				
erreen - - -	Curra - - -				
nockaderreen - - -	Dooneen, North - - -				
ssanair - - -	Dooneen, South - - -				
ullycreen, Lower - - -	Durah - - -				
ullycreen, Upper - - -	Fahanalooscane - - -				
SALE:	All the Town- lands in this Union are in the County of Cork.	Ballinspittle.	Garravesoge - - -	Carrigaline.	
allincurrig - - -			Knocklucy - - -		
allinspittle - - -			Lisfehill - - -		
allinvredig - - -			Mill Land - - -		
allyhander - - -			Mullagh - - -		
allymacredmond - - -			Shanavally - - -		
arrigavulleen - - -			Scart - - -		
oolrahilly - - -			Ballygrissane - - -		
oolbane - - -			Ballynaneening - - -		
urrahoo - - -			Boycestown - - -		
romdough - - -	Brownstown - - -				
arrylucas - - -	Commeen - - -				
kilkerran, North - - -	Fahalea - - -				
kilkerran, South - - -	Fountainstown - - -				
ilnacloona - - -	Fountainstown, North - - -				
nocknabinny - - -	Gortigrenane - - -				
ike's Land - - -	Killeen - - -				
	Kilnaglery - - -				
	Moanroe - - -				
	One small Island - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
KINSALE— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.		KINSALE— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Artiteige - - -			Abbeylands - - -		
Ballinvoonig - - -			Abbeylands - - -		
Ballydownis - - -			Acres - - -		
Ballydownis, East - - -			Ardbrack - - -		
Ballydownis, West - - -			Ardcloyne - - -		
Ballynascubbig - - -			Ardkilly - - -		
Bawnea - - -			Ardmartin - - -		
Bawnea - - -			Ballinaacurra - - -		
Carrigcannon - - -			Ballinrichard - - -		
Clashreagh - - -			Ballinroe, East - - -		
Clonbonig - - -			Ballinvard - - -		
Clonbonig - - -			Ballymacan - - -		
Coolmain - - -			Ballynacubby - - -		
Curranane - - -	- - -	Coolmain.	Ballynacubby - - -		
Curranane - - -			Ballymacus - - -		
Garraneanasig - - -			Ballynabooley - - -		
Garranereagh - - -			Ballynamona - - -		
Glanavaud - - -			Ballynidon - - -		
Glanavirane - - -			Ballythomas - - -		
Glanavirane - - -			Ballythomas, East - - -		
Hacketstown - - -			Ballythomas, West - - -		
Killeens - - -			Ballyvtrin, Lower - - -		
Knockaneroe - - -			Ballyvtrin, Upper - - -		
Lisheen - - -			Ballywilliam - - -		
Rochestown - - -			Barrackgreen - - -		
Steilaneigh - - -			Bawnavota - - -		
Two small Islands - - -			Blackhorsefield - - -		
Ballinvragnosig - - -			Browns mills - - -		
Boulaling - - -			Butlerstown - - -		
Cullen - - -	- - -	Cullen.	Camphill - - -		
Glinny - - -			Cappagh - - -		
Piercetown - - -			Castlelands - - -		
Slieveroe - - -			Castlepark - - -		
Annacariga - - -			Clashmore - - -		
Ballinvarig - - -			Clonleigh - - -		
Doonavanig - - -			Commoge - - -		
Farranbrien, East - - -			Commons - - -		
Farranbrien, West - - -	- - -	Farrenbrien.	Coolcarron - - -	- - -	Kinsale.
Farraneen - - -			Coolvallananebeg - - -		
Kilbeg - - -			Dromderrig - - -		
Knocknahanagh - - -			Dunderrow - - -		
Laharran - - -			Farranamoy - - -		
Ringabella - - -			Farranarouga, North - - -		
Ardnaboha - - -			Farranarouga, South - - -		
Ballady - - -			Farranatouke - - -		
Ballindeenisk - - -			Farrangalway - - -		
Ballingeemanigbeg - - -			Forthill - - -		
Ballynacourty - - -			Garraha - - -		
Ballywilliam - - -			Glanbeg - - -		
Carrigeen - - -			Glasheen - - -		
Coolnagaug - - -			Gortnalicky - - -		
Gortacluggy - - -	- - -	Kilmonoge.	Gortnalusheen - - -		
Knockleigh - - -			Hollyhill - - -		
Knocknahowlamore - - -			Kilcawha - - -		
Lybe - - -			Killany - - -		
Mountlong - - -			Knockduff - - -		
Newborough - - -			Knocknabohilly - - -		
Oysterhaven - - -			Knocknacurra - - -		
Ringnanean - - -			Knocknahilan - - -		
Ringville - - -			Knocknapogaree - - -		
Ballinlining - - -			Knockrobin - - -		
Ballinvarosig - - -			Lackenacummeen - - -		
Boarder - - -			Lacknagea - - -		
Granig - - -			Liscabanebeg - - -		
Kilpatrick - - -			Liscahanemore - - -		
Knockatoor - - -	- - -	Kilpatrick.	Lisnacrilla - - -		
Knocknalurgan - - -			Mansfieldsland - - -		
Minane - - -			Mansfieldsland - - -		
Springfield - - -			Mellifontstown - - -		
Springhill - - -			Mellifontstown - - -		
Tubbrid - - -			Mitchellstown, East - - -		
Willowhill - - -			Mitchellstown, West - - -		
			Monaclarig - - -		
			Mullendunny - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
KINSALE—continued.	All the Town-lands in this Union are in the County of Cork.		KINSALE—continued.	All the Town-lands in this Union are in the County of Cork.	Liscleary.
Oldfort - - -	- - -		Ballea - - -	- - -	
Parklaurence - - -	- - -		Ballinphelic - - -	- - -	
Pregthane - - -	- - -		Ballyginnane - - -	- - -	
Rathbeg - - -	- - -		Coolsallagh - - -	- - -	
Rathmore - - -	- - -		Kilmony - - -	- - -	
Rathmore - - -	- - -		Meadstown - - -	- - -	
Rathvallikeen - - -	- - -		Shanagraigue - - -	- - -	
Ringfinnan - - -	- - -				
Ringrone - - -	- - -				
Sandycove Island - - -	- - -		Ballinreenlanig - - -	- - -	
Scart - - -	- - -		Ballinwillin - - -	- - -	
Seilly - - -	- - -	Kinsale.	Ballyherkin, Lower - - -	- - -	
Screhaneroe - - -	- - -		Ballyherkin, Upper - - -	- - -	
Sleven - - -	- - -		Ballyhullenkeage - - -	- - -	
Sovereign Islands - - -	- - -		Ballybogey - - -	- - -	
Spittalland - - -	- - -		Ballyvorane - - -	- - -	Nohaval.
Tisaxonbeg - - -	- - -		Ballyvorane, North - - -	- - -	
Tisaxonmore - - -	- - -		Ballyvorane, South - - -	- - -	
Townplots - - -	- - -		Curraohill - - -	- - -	
Troopersclose - - -	- - -		Dunbogey - - -	- - -	
Watersland, North - - -	- - -		Nohaval - - -	- - -	
Watersland, South - - -	- - -		Springfield - - -	- - -	
Wintsmills - - -	- - -				
			Aghamarta - - -	- - -	
Annefield - - -	- - -		Ballinluska - - -	- - -	
Ballinwillin - - -	- - -		Crosshaven - - -	- - -	
Bawnagoyning - - -	- - -		Crosshaven Hill - - -	- - -	
Castletown - - -	- - -		Frenchfurze - - -	- - -	
Clashroe - - -	- - -		Gortnanon - - -	- - -	
Cooleens - - -	- - -		Hoddersfield - - -	- - -	Templebreedy.
Curra - - -	- - -		Inchigeelagh - - -	- - -	
Killeagh - - -	- - -		Kilcolta - - -	- - -	
Killebagh - - -	- - -	Kinure.	Kilmichael, East - - -	- - -	
Kinure - - -	- - -		Kilmichael, West - - -	- - -	
Knockacullen - - -	- - -		Knocknagore - - -	- - -	
Knocknahowlabeg - - -	- - -		Myrtle Ville - - -	- - -	
Knocknanav - - -	- - -				
Ring, East - - -	- - -		Annaghbeg - - -	- - -	
Ring, West - - -	- - -		Ballyheedy - - -	- - -	
Tonabuska - - -	- - -		Ballynaloughy - - -	- - -	
Sovereign Island - - -	- - -		Bawngoula - - -	- - -	
			Bawnleigh - - -	- - -	
Ballynagaragh - - -	- - -		Clogheenduanee - - -	- - -	
Ballycatteen - - -	- - -		Coolcullitha - - -	- - -	
Garrettstown - - -	- - -	Laherne.	Coolsheskin - - -	- - -	
Gortnacrusha, North - - -	- - -		Farlistown - - -	- - -	Templemichael.
Gortnacrusha, South - - -	- - -		Farlistown - - -	- - -	
Kilmore - - -	- - -		Killaminoge - - -	- - -	
			Knockkane - - -	- - -	
Ballydonaghy - - -	- - -		Raheen - - -	- - -	
Ballynamaul - - -	- - -		Rathroe - - -	- - -	
Ballyreganbeg - - -	- - -		Rigsdale - - -	- - -	
Ballyreganmore - - -	- - -		Skehanagh - - -	- - -	
Carhoo, North - - -	- - -		Stookeen - - -	- - -	
Carhoo, South - - -	- - -		Tooreen - - -	- - -	
Clogheen - - -	- - -				
Derrynagasha - - -	- - -				
Horsehillbeg - - -	- - -		LARNE:	All the Town-lands in this Union are in the County of Antrim.	
Horsehillmore, North - - -	- - -		Aghalum - - -	- - -	
Horsehillmore, South - - -	- - -		Ardclinis - - -	- - -	
Knocksmall - - -	- - -	Leighmoney.	Ardclinis Mountain - - -	- - -	
Lahern - - -	- - -		Ballyvelligan - - -	- - -	
Leighmoneybeg - - -	- - -		Bay - - -	- - -	
Leighmoneymore - - -	- - -		Burnside - - -	- - -	
Leighmoneymore - - -	- - -		Callisnagh - - -	- - -	Ardclinis.
Lissard - - -	- - -		Carnlough, North - - -	- - -	
Lissheda - - -	- - -		Carnlough, South - - -	- - -	
Puckane - - -	- - -		Carrivereagh - - -	- - -	
Shanavally - - -	- - -		Carrivemurphy Mountain - - -	- - -	
Shippool - - -	- - -		Clonreagh - - -	- - -	
Skanagore - - -	- - -		Craignagat - - -	- - -	
Slievegallane - - -	- - -		Creggan - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NE—continued.	All the Town- lands in this Union are in the County of Antrim.		LARNE—continued.	All the Town- lands in this Union are in the County of Antrim.	
Ballyedward - - -			Altilevelly - - -		
Ballyhone - - -			Ballyfore - - -		
Ballylesson - - -			Ballygowan - - -		
Ballylig - - -			Ballyrickard-beg - - -		
Ballypollard - - -			Ballyrickard-more - - -		
Ballyvernstown - - -			Ballyvallagh - - -		
Belttoy - - -		Glynn.	Ballywillin - - -		
Baiganboy - - -			Ballyryland - - -		
Baigancee - - -			Belttoy - - -		
Bunnadreaigh - - -			Carneal - - -		
Blynn - - -			Tureagh - - -		
Bullaghmossan - - -					
Bewlands - - -					
Balloo - - -			Aldfreck - - -		
Ballycronan-beg - - -			Ballycarry, North West - - -		
Ballycronan-more - - -			Ballycarry, South West - - -		
Ballydown - - -			Bentra - - -		
Ballyharry - - -			Blackhill - - -		
Ballykeel - - -			Carnbrock - - -		
Ballylumford - - -			Forthill - - -		
Ballymoney - - -			Knocknagulliagh - - -		
Ballymuldrogh - - -			Lockstown - - -		
Ballyprior-beg - - -			Redhall - - -		
Ballyprior-more - - -			Whitehead - - -		
Ballystrudder - - -			Ballyhill - - -		
Ballytober - - -		Island Magee.	Crossmary - - -		
Barnspindle - - -			Dobbsland - - -		
Castletown - - -			Kilroot - - -		
Cloghfin - - -					
Drumgurland - - -			LETTERKENNY:		
Dundressan - - -			Bomany - - -		
Dransha - - -			Brownhall - - -		
Dilcoan-beg - - -			Ardahee - - -		
Dilcoan-more - - -			Ballyconnelly - - -		
Dullaghboy - - -			Creeve (Smith) - - -		
Dullaghadoo - - -			Creeve (Glebe) - - -		
Portmuck - - -			Rockhill - - -		
Temple Effin - - -					
Ballyedward - - -			Ballymacool - - -		
Ballyhampton - - -			Conwal - - -		
Ballykeel - - -			Doon Glebe - - -		
Boydstown - - -			Kirkstown - - -		
Capanagh - - -			Magheran - - -		
Craiginorne - - -			Tullygay - - -		
Demesne - - -					
Drumnadonaghy - - -			Aghalenty - - -		
Drumnahoe - - -			Ardarawer - - -		
Glebe - - -		Kilwaughter.	Ballyboencurragh - - -		
Headwood - - -			Ballymaleel - - -		
Hightown - - -			Bogay - - -		
Leulies - - -			Camblestown - - -		
Lowtown - - -			Castlebane - - -		
Moordyke - - -			Castlewray - - -		
Mullaghsandall - - -			Cornagill - - -		
Old Freehold - - -			Deenystown - - -		
Rory's Glen - - -			Drumnaskea - - -		
Sheriff's Land - - -			Eighterross - - -		
Skeagh - - -			Glebe - - -		
			Greenhill - - -		
Antiville - - -			Kilttoy - - -		
Ballyboley - - -			Knockybrin - - -		
Ballycraigy - - -			Lanehead - - -		
Ballyloran - - -			Lisnanees, Lower - - -		
Blackcave, North - - -			Lisnanees, Upper - - -		
Blackcave, South - - -			Loughagannon - - -		
Curran and Drumaliss - - -		Larne.	Loughnagin - - -		
Glebe - - -			Magheranan - - -		
Greenland - - -			Roughpark - - -		
Townparks - - -			Woodland - - -		
Ballysnod - - -					
Browndod - - -			Ardrumman - - -		
Carnduff - - -			Cashelshanaghan - - -		
Inver - - -			Newtownfore - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LETTERKENNY—continued.	All the Town- lands in this Union are in the County of Donegal.		LETTERKENNY—continued.	All the Town- lands in this Union are in the County of Donegal.	
Ardachrin - - -			Casheltown Mountain -		
Ballymaquin - - -			Churchtown - - -		
Ballynascall - - -			Claggan Mountain -		
Belville, or Gartan -			Claggan Mountain, South		
Carrickatimpan - - -			Claggan, North - - -		
Churchhill - - -			Derrybeg - - -		
Claggan, South - - -			Drumnaliffery - - -		
Clondavaddog - - -			Gartan Mountain - - -		
Corderry - - -			Glebe - - -		
Cornagullion - - -			Glebehill - - -		
Crockastoller - - -			Glenbeagh - - -		
Crockraw - - -			Kilmore - - -		
Curraghavogy - - -			Lacknacoo - - -		
Drumnasharragh - - -			Losset - - -		
Drumnawooa - - -			Maghernashangan - -		
Drumsallagh - - -		Church Hill.	Mullangore - - -		
Falbane - - -			Roshin - - -		
Glendowanbeg - - -			Sruhangerrow - - -		
Inniskil - - -			Sruhangerrow Mountain		
Loughbarra, or Croagheen			Staghall - - -		
Meenagannive - - -			Staghall Mountain - -		
Meenawilligan - - -			Staghall Mountain, East		
Milltown - - -			Warrentown - - -		
Mossfield - - -			Warrentown Mountain,		
Mountpleasure - - -			South - - -		
Pollandoo - - -			Whitehill - - -		
Stramore - - -					
Stramore, Upper - - -			Ballaghderg - - -		
Tully-beg - - -			Barrack - - -		
Tully-more - - -			Bohirril - - -		
Keeloges - - -			Bohirril Park - - -		
			Coolboy, Big - - -		
Ballystrang - - -			Coolboy, Little - - -		
Corravaddy - - -			Curraghlea - - -		
Letterleague - - -			Ellistrin, Big - - -		
Listack - - -			Ellistrin, Little - - -		
Rareagh - - -			Fallard, or Calhame -		
Ardaganny - - -			Gortnavern - - -		
Ballyboe - - -			Race End - - -		
Calhame - - -			Woodtown - - -		
Carrygally - - -					
Coaghmill - - -		Corravaddy.	Crossogs - - -		
Cullion - - -			Drumenan - - -		
Curragh - - -			Kilpheak - - -		
Fycorranagh - - -			Ballygawley - - -		
Glenoughty - - -			Barrack, or Ballymagig -		
Glentillid - - -			Drumanaught - - -		
Lismonaghan - - -			Killymasny - - -		
Rann - - -			Kirkneedy - - -		
Scribly - - -			Lenalea - - -		
Woodpark - - -			Milltown - - -		
			Rashedoge - - -		
Bellanascaddan - - -			Roughan - - -		
Cashelgay - - -					
Cloghroe - - -			Ballyboe - - -		
Edenacarnan, North -			Carrikkballydooley - -		
Edenacarnan, South -			Carrikkballydooley Glebe		
Garrowcarry - - -			Carrikknamart - - -		
Glenkeo - - -			Corkey - - -		
Gortalaban - - -		Edenacarnan.	Drumearn - - -		
Gortnacorrib - - -			Drumoghill - - -		
Keenaghan - - -			Kincraigy - - -		
Killydesert - - -			Labbadish - - -		
Legnahoory - - -			Lisclamerty - - -		
Rathdonnell - - -			Monclink - - -		
Sockar - - -			Mondooley, Lower - -		
Killyclug - - -			Mondooley, Middle - -		
Killylastin - - -			Mondooley, Upper - -		
			Roosky - - -		
Ardaturr - - -			Tully - - -		
Ardaturr Mountain -			Tullybogly - - -		
Altinadagute - - -		Gartan.	Woodhill - - -		
Carrowtrasna - - -					
Casheltown - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LIMERICK— <i>continued.</i>			LIMERICK— <i>continued.</i>		
Gortboy - - -	Limerick	Ballybricken.	Scart - - -	Limerick	Ballysimon.
Grange - - -			Sreelane - - -		
Kilculleen - - -			Tooreen - - -		
Loughanstown - - -			Towlerton - - -		
Loughanstown - - -			Whitehall - - -		
Luddenbeg - - -			Ahabeg - - -		
Luddenmore - - -			Ahabeg (Rose) - - -		
Parkatotaun - - -			Arvarna - - -		
Parkatotaun - - -			Ballyclogh - - -		
Rochestown - - -			Ballyguy - - -		
Rockstown - - -			Ballyguy - - -		
Rockstown - - -			Ballynagowan - - -		
Rossard - - -			Ballynagowan - - -		
Skool - - -			Ballyvarra - - -		
Skoohill - - -			Ballyvarra Wood - - -		
Stonepark - - -			Ballyvollane - - -		
Williamstown - - -			Biddyford - - -		
Williamstown - - -			Boher - - -		
Ballycummin - - -	- ditto -	Ballycummin.	Castletroy - - -	- ditto -	Ballyvarra.
Ballyduane - - -			Carrowkeel - - -		
Ballykeeffe - - -			Carrowkeel - - -		
Ballymacashel - - -			Cloghnadromin - - -		
Ballynoe - - -			Clonkeen (Molyneux) - - -		
Bunlicky - - -			Clooncunna, North - - -		
Baunacloka - - -			Clooncunna, South - - -		
Caheranardrish - - -			Clyduff, East - - -		
Camheen - - -			Clyduff, West - - -		
Castlemungret - - -			Curragh - - -		
Conigar - - -			Foyle - - -		
Dooradoyle - - -			Garraun - - -		
Dromdarrig - - -			Garraunykée - - -		
Gouldavoher - - -			Garraunykée - - -		
Islandduane - - -			Garrymore - - -		
Loughmore Common - - -			Grange, Lower - - -		
Loughanleagh - - -			Grange, Upper - - -		
Lurraga - - -			Keyanna - - -		
Moneteen - - -			Killeenagarriiff - - -		
Rathmale - - -	- ditto -	Ballysimon.	Killonan - - -		
Skehaereggaun - - -			Kishyquirk - - -		
Sluggary - - -			Knockbrack, East - - -		
Ballybrennan - - -			Knockbrack, East - - -		
Ballyneety - - -			Knockbrack, West - - -		
Ballyyogarthia - - -			Knockbrack, West - - -		
Ballysimon - - -			Knocksentry - - -		
Ballysimon Commons - - -			Laghtane, East - - -		
Ballysimon (Dickon) - - -			Laghtane, West - - -		
Ballysimon (Staunton) - - -			Lismullane - - -		
Cahernarry (Cripps) - - -			Lisnagry - - -		
Cahernarry (Keane) - - -			Mountshannon - - -		
Carrigmartin - - -			Mountshannon - - -		
Carrigparson - - -			Newgarden, North - - -		
Coolishal - - -			Prospect - - -		
Coolreagh - - -			Raheen - - -		
Coolyhenan - - -			Richhill - - -		
Cunnihee - - -			Rivers - - -		
Drombanny - - -			Rivers - - -		
Drombanny - - -			Rivers - - -		
Drombanny - - -			Scart - - -	- ditto -	Caherconlish East.
Dromroe - - -			Thornfield - - -		
Edwardstown - - -			Woodstown - - -		
Garryglass - - -			Ballyadam - - -		
Kilbane - - -			Ballyart - - -		
Killonan - - -			Bohergar - - -		
Knockea - - -			Castleleerkin, North - - -		
Knockananty - - -			Castleleerkin, South - - -		
Knockbrien - - -			Curraghnaboul - - -		
Milltown - - -			Drombane - - -		
Milltown - - -			Eyon - - -		
Newcastle - - -			Gorteennaskeagh - - -		
Newtown - - -			Grange, East - - -		
Peafield - - -			Grange, West - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LIMERICK—continued.			LIMERICK—continued.		
Billinure - - -	Limerick	Caherconlish, East.	Coolreiry - - -	Limerick	Castleconnell.
Knockeen - - -			Cloon and Commons - - -		
Bombardstown - - -			Derreen - - -		
Loigh - - -			Derryhasna - - -		
Tountsion - - -			Derrylusk - - -		
Callasbeg - - -			Drominnboy - - -		
Minnatarriff - - -			Drominnboy, Lower - - -		
Woodfarm - - -			Drominnboy, Upper - - -		
Anglode - - -			Fairy Hall - - -		
Boskill - - -			Gardenhill - - -		
Caherconlish - - -	Gardenhill - - -	Limerick	Castleconnell.		
Carrigarreely - - -	Gooig - - -				
Grugane - - -	Gortnalaghagh - - -				
Highpark - - -	Hermitage - - -				
Hundred Acres, East - - -	Huntingstown - - -				
Hundred Acres, West - - -	Knockaunbaun - - -				
Inch St. Lawrence - - -	Lacka - - -				
Inch St. Lawrence, North - - -	Montpelier - - -				
Inch St. Lawrence, South - - -	Newgarden, South - - -				
Knockanea - - -	Park - - -				
Knockatancashlane - - -	Parkwood - - -	ditto	Clarina.		
Knockroe - - -	Porterusha - - -				
Knockroe (Mason) - - -	Ruan - - -				
Knockroe (Wilson) - - -	Sallymount - - -				
Newtown - - -	Stradbally, North - - -				
Newtown - - -	Stradbally, South - - -				
Pust, North - - -	Waterpark - - -				
Pust, North - - -	Woodpark - - -				
Pust, South - - -	Woodroad - - -				
Pust, South - - -	Ballybrown - - -				
Sandylane - - -	Ballycarney - - -	ditto	Clonkeen.		
Sandylane - - -	Ballycarrane - - -				
Skahard - - -	Briskabeg - - -				
Srahane - - -	Briskamore - - -				
Srahane, East - - -	Cloghatacka - - -				
Srahane, West - - -	Cloonaduff - - -				
Templemichael - - -	Cloonanna - - -				
Tobermalug - - -	Corcamore - - -				
Ballyhoodane - - -	Cragbeg - - -				
Ballysallagh - - -	Doon - - -				
Boherduff - - -	Elm Park Demesne - - -	ditto	Doon, West.		
Caherelly, East - - -	Glascurram - - -				
Caherelly, West - - -	Glebe - - -				
Knockcorragh - - -	Gorteen - - -				
Rathjordan - - -	Kilcolman - - -				
Cappamore - - -	Kiltemplen - - -				
Cunnagavale - - -	Lissaleen - - -				
Dromalta - - -	Lurraga - - -				
Dromeluhur - - -	Rahina - - -				
Dromsallagh - - -	Ahacore - - -				
Farnane franklin - - -	Annagh - - -	ditto	Doon, West.		
Gortnascarry - - -	Clonkeen (Barrington) - - -				
Killuragh - - -	Clonloughna - - -				
Tuogh - - -	Clonshavoy - - -				
Turagh - - -	Coolbreeden - - -				
Carrig, East - - -	Coolnahila (Palmer) - - -				
Carrig, West - - -	Coolnahila (Powell) - - -				
Carrigogunnel - - -	Farnane - - -				
Cooper Hill - - -	Knocknagorteeny - - -				
Corbally - - -	Maddyboy - - -				
Newtown - - -	Maddyboy - - -	ditto	Doon, West.		
Tervoe - - -	Toberagariff - - -				
Ballynacourty - - -	Buffanoky - - -				
Brackloon - - -	Cullenagh - - -				
Bunkey - - -	Falleenadatha - - -				
Bunkey - - -	Gannavane, Upper - - -				
Coolbane - - -	Kilduffahoo - - -				
Coolready - - -	Muingacree - - -				
	Portnard - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LIMERICK—continued.			LIMERICK—continued.		
Ashroe - - -	Limerick	Glenstal.	†Park - - -	Limerick	Limerick.
Boarmanshill - - -			*Prior's Land - - -		
Cappanahanagh - - -			*Prior's Land - - -		
Cappercullen - - -			†Rathbane, North - - -		
Forkeala - - -			†Reboge - - -		
Garranbane - - -			*Reboge Island - - -		
Gleno - - -			*St. Francis' Abbey - - -		
Gleno Knocklatteragh - - -			†Singland - - -		
Gleno Newtown - - -			†Spital Land - - -		
Glenstal - - -			*Stonetown - - -		
Meentolla - - -			*Thomond Gate - - -		
Moroe - - -			Three Islands - - -		
Moroe Wood - - -			Banemore - - -		
Puckane - - -			Ballinacurra (Hart) - - -		
Toorlougher - - -			Ballynantymore - - -		
Ardroe - - -	- ditto -	Kilmurry.	Ballygrennan - - -		
Ballybeg - - -			Ballysheedy, East - - -		
Ballybrood - - -			Boherheen - - -		
Ballyhobin - - -			Caherdavin - - -		
Ballyphilip - - -			Clondrinagh - - -		
Ballyvorreen - - -			Clonlong - - -		
Baskethill - - -			Clonmacken - - -		
Boherroe - - -			Cloneonane - - -		
Boherroe - - -			Coolrairie - - -		
Caherconreafy - - -			Coonagh, East - - -		
Caherline - - -			Coonagh, West - - -		
Clashbane - - -			Corkanree - - -		
Cloverfield - - -			Crabbs Land - - -		
Coolnashamroge - - -			Crossagalla - - -		
Curraghaveara - - -			Flankerhouse - - -		
Deerpark - - -	- ditto -	Limerick.	Galvone - - -		
Deerpark - - -			Inchmore - - -		
Doonvullen, Lower - - -			Knock - - -		
Doonvullen, Upper - - -			Monaclinoe - - -		
Dromkeen - - -			Moylish - - -		
Dromkeen, North - - -			Rathbane, South - - -		
Dromkeen, South - - -			Rathurd - - -		
Feloree - - -			Reboge Meadows - - -		
Galboola - - -			Rossbrien - - -		
Garryduff - - -			Shannabooly - - -		
Garrynagoord - - -			Attyflin - - -	- ditto -	Patrick's Well.
Gortbrien - - -			Ballyanrahan, East - - -		
Greenane - - -			Ballyanrahan, West - - -		
Gortnadromin - - -			Ballybronoge, North - - -		
Killeagh - - -			Ballybronoge, South - - -		
Killeenavera - - -			Ballyveloge - - -		
Killeenavera - - -			Barnakyle - - -		
Longstone - - -			Cloghacloka - - -		
Moanroe - - -			Cloghkeating - - -		
Mountminnett - - -			Faha Demesne - - -		
Mountsion - - -			Ashfort - - -		
Rockfarm - - -			Ballyclogh - - -		
Tonteere - - -			Ballysheedy, West - - -		
†Ballinacurra (Bowman) - - -	- ditto -	Limerick.	Bohereen - - -		
†Ballinacurra (Weston) - - -			Cahervally - - -		
†Ballynantybeg - - -			Derryknockane - - -		
*Corbally - - -			Derrybeg - - -		
†Courtbrack - - -			Friarstown - - -		
*Deanery Land - - -			Greenhills - - -		
*Englishtown - - -			Lemonfield - - -		
†Farranshonebeg - - -			Lickadoon - - -		
†Farranshonemore - - -			Lissanalta - - -		
*Glebe - - -			Oatlands - - -		
*Grove Island - - -			Parkroe - - -		
*Irishtown - - -			Raheen - - -		
†Killalee - - -			Rathurd - - -		
†Kilrush - - -			Rootiagh - - -		
*King's Island - - -			Routagh - - -		
†Monabraher - - -			Roxborough - - -		
†Monamuck - - -			Tobery Quin - - -		
*Mountkennett - - -					

* Are in the Municipal Borough of Limerick.

† Partly in the Municipal Borough.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
LIMERICK—continued.			LIMERICK—continued.			
Ballycannon - - -	Clare - - -	Ballycannon.	Knockdonagh - - -	Clare - - -	Cloghera.	
Ballycannon, East - - -			Kyleglass - - -			
Ballycannon, West - - -			Roo, East - - -			
Ballycannon, North - - -			Roo, West - - -			
Ballyfinneen - - -			Tooreen - - -			
Cappateemore, East - - -			Trough - - -			
Cappateemore, West - - -						
Glennagros - - -						
Knockalisheen - - -						
Thlunkard - - -			Ballycar, North - - -	- ditto - - -	Cloontra.	
Ballyglass - - -			Ballycar, South - - -			
Ballykeelaun - - -			Cloontra - - -			
Lackwater - - -			Cloontra, East - - -			
Castlebank - - -			Cloontra, West - - -			
Cloonoughter - - -			Deerrynaveagh - - -			
Drummin - - -			Derryvinaan - - -			
Driryhill - - -			Kilmoculla - - -			
Drarraun - - -			Knockshanvo - - -			
Drillenlon, North - - -			Meanagh - - -			
Drillenlon, South - - -	Mountrice - - -					
Drortatogher - - -	Oatfield - - -					
Drilquane - - -	- ditto - - -	Ballyglass.	Ballinphunta - - -			
Drnockballynameath - - -			Ballymorris - - -			
Drakyle - - -			Ballyvoughallan - - -			
Drarkroe - - -			Battle Island - - -			
Drarten - - -			Brickhill, East - - -			
Drainspool, North - - -			Brickhill, West - - -			
Drainspool, South - - -			Bush Island - - -			
Drleanabrone - - -			Cratloe - - -			
Drasmadda, West - - -			Cratloe - - -			
Drasmadda, East - - -			Cratloe moyle - - -			
Drhannakyle - - -	Cratloekeel - - -	- ditto - - -	Cratloe			
Dr. Thomas's Island - - -	Garryncurra - - -					
Dr. Night Islands - - -	Graigie Island - - -					
	Green Island - - -					
	Laghile - - -					
	Moyhill - - -					
	Portdrine - - -					
Cappavilla, North - - -	- ditto - - -	Cappavilla.	Ballybrack - - -			
Cappavilla, South - - -			Ballymoloney - - -			
Clooncarhy - - -			Ballyquinbeg - - -			
Cerryfadda - - -			Ballyquinmore - - -			
Drarraun - - -			Cappanaslish - - -			
Drilloge - - -			Clonboy - - -			
Drarawickeen - - -			Cloonyconrybeg - - -			
Dr. Two Islands - - -			Earlhill - - -			
			Fahybeg - - -			
			Fahymore, North - - -			
	Fahymore, South - - -	- ditto - - -	Fahymore.			
	Formoylebeg - - -					
	Leitrim - - -					
	Springmount - - -					
	Woodpark - - -					
Ballycullen - - -	- ditto - - -	Castlecrine.	Boonacausk - - -			
Ballynevan - - -			Burton Hill - - -			
Ballyvorgal, North - - -			Bullisfarm - - -			
Ballyvorgal, South - - -			Derrybeg - - -			
Ballyvorgalbeg - - -			Derrymore - - -			
Belvoir - - -			Gortgarraun - - -			
Belvoir Demesne - - -			Knocknaskeagh - - -			
Castlecrine - - -			Knockroe - - -			
Castellake - - -			Lakyle - - -			
Clogkoolia - - -			Meelick - - -			
Coolycasey - - -	Mooneennagliggin, North, or Boston - - -	- ditto - - -	Killeely.			
Crug - - -	Mooneennagliggin, South - - -					
Drumminakela - - -	Mountgordan - - -					
Drumwood - - -	Pass - - -					
Dollagh - - -	Punchbowl - - -					
Dunaty (Wilson) - - -	Stonepark - - -					
	Woodcock Hill - - -					
Charinaghbeg - - -	- ditto - - -	Cloghera.				
Charinaghmore - - -						
Cloghera - - -						
Coolberry - - -						
Coolnalira - - -						
Cloonsheerea - - -						
Drumsillagh or Sallybank (Merritt) - - -						
Drumsillagh or Sallybank (Parker) - - -						
Kilmore - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
LIMERICK—continued.			LIMERICK—continued.		
Cloongaheen, East -	Clare	Killokennedy.	Ballintlea, North -	Clare	Mountievers.
Cloongaheen, West -			Ballintlea, South -		
Cloonyconrymore -			Ballybroughan -		
Drummin -			Ballyliddan, East -		
Gortatrassa -			Ballyliddan, West -		
Kilbane -			Ballyroe -		
Killeagy (Goonan) -			Ballyroe -		
Killeagy (Ryan) -			Bunnabinnia, North -		
Killeagy (Stritch) -			Bunnabinnia, South -		
Killokennedy -			Cappanalaght -		
Shannaknock -			Cappanalaght -		
			Carrownerribul -		
			Castlequarter -		
Ahaclare -	ditto	Kilseily.	Carrowmore -		
Ardskeagh -			Calluragh -		
Ballykelly -			Clogga -		
Barbane -			Corlea -		
Coolagh -			Fortwilliam -		
Crean -			Fortwilliam -		
Derry -			Gallowshill -		
Doon -			Gortnanool -		
Drummin -			Heathmount -		
Formoylemore -			Island -		
Gortacullin -			Ieverstown -		
Gortnaglogh -			Kilnacreagh -		
Gortmagonnella -			Knockroe -		
Hurdlestown -	ditto	Kiltenanlea.	Mountievers -		
Killaderry (Massy) -			Mountievers -		
Killaderry (O'Brien) -			Reaskcamoge -		
Kilseily -					
Kyle -			Ardataggle -	ditto	O'Brien's Bridge.
Muingboy -			Ardealoony -		
O'Shea's Acres -			Ballynavin -		
Snaty (Massy) -			Cappakea -		
Snaty (Cooper) -			Inishlosky -		
Violet Hill -			O'Brien's Bridge -		
Woodfield -			Ross -		
			Four Islands in Shannon		
Aughboy -	ditto	Lackareagh.	LISBURN :		
Bartleystown -			Aghacarnan -	Antrim	Ballyscolly.
Coolliesteige -			Aghadavy -		
Cloonlara -			Ballylacky -		
Cottage -			Ballyscolly -		
Doonass -			Derrykillultagh -		
Doonass Demesne -			Drumaduff -		
Dromintobin, North -			Kilcreeny -		
Dromintobin, South -			Loughrelisk -		
Drummeen -			Lurganteneil -		
Errina -			Moneycrumog -		
Ilauanyregan -			Templecormac -		
Kildoorus -					
Knockbrack, Upper -	ditto	Lackareagh.	Aghalislone -	ditto	Derryaghy
Knockbrack, Lower -			Ballycollin -		
Lisduff -			Derryaghy -		
Monaskeha -			Killeaton -		
Mount Catherine -			Kilmakee -		
Newtown -			Lagmore -		
Oakfield -			Magheralave -		
Rineroe -			Mullaghglass -		
Ruanard -			Poleglass -		
Springfield -			Slievenacloy -		
Summerhill -			Slievenagravery -		
			Tornaroy -		
Aillemore -	ditto	Lackareagh.	Aghadolgan -	ditto	Glenavy.
Ballycorney -			Ballymacricket -		
Classagh -			Ballyminymore -		
Coumbrack -			Ballymoneymore -		
Kilcredaun -			Ballymote -		
Kilroughil -			Ballynacoy -		
Knockaderreen -			Ballypitmave -		
Lackareaghbeg -					
Lackareaghmore -					
Magherareagh -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LISBURN—continued.			LISBURN—continued.		
Ballyvanen - - -	Antrim - -	Glenavy.	Ballynalargy - - -	Antrim - -	Magheragall.
Ballyvorally - - -			Drumsill - - -		
Barnkilly, Lower - - -			Knocknarea - - -		
Barnkilly, Upper - - -			Magheragall - - -		
Bew - - -			Magheraliskmisk - - -		
Benturcher - - -			Moyrusk - - -		
Benary - - -			Mullaghearton - - -		
Ballynewbane - - -			Budore - - -	- ditto - -	Tullyrusk.
Ballynewbank - - -			Dundrod - - -		
Bhalislone - - -			Knockcairn - - -		
Bhnaough - - -	- ditto - -	Island Kelly.	Tullyrusk - - -	Down - -	Annahilt.
Ballymacoss - - -			Aghmaleck - - -		
Ballymacward, Lower - - -			Ballycrune - - -		
Ballymacward, Upper - - -			Ballykeel Lougherne - - -		
Bovolcan - - -			Ballylintagh - - -		
Bogher - - -			Ballymurphy - - -		
Bumankelly - - -			Cargygray - - -		
Blandkelly - - -			Carricknadariff - - -	- ditto - -	Ballymacbrennan.
Magheralave - - -			Cluntagh - - -		
Bievenacloy - - -			Glebe - - -		
Bornagrough - - -			Magheraconluce - - -		
White Mountain - - -			Cargacreevy - - -		
Bhacarnan - - -	- ditto - -	Knocknadona.	Ballyearnannon - - -		
Ballycarrickmaddy - - -			Ballymacbrennan - - -		
Ballyclogh - - -			Cargacroy - - -	- ditto - -	Ballykeel.
Ballylough - - -			Clogher - - -		
Ballymare - - -			Crossan - - -		
Ballynadolly - - -			Creedy - - -		
Bileorig - - -			Drennan - - -		
Bnocknadona - - -			Drumra - - -		
Boneybroom - - -			Hillhall - - -	- ditto - -	Ballyworfy.
Bghanamoney - - -	- ditto - -	Legatirriff.	Legacurry - - -		
Bghanliss - - -			Lisnastrean - - -		
Billykelly - - -			Lisnode - - -		
Ballymaclose - - -			Tullyard - - -		
Ballymacrevan - - -			Backnamullagh - - -	- ditto - -	Ballykeel.
Backenhill - - -			Ballykeel - - -		
Buntirriff - - -			Drumaknockan - - -		
Brew Park - - -			Drumlough - - -		
Begatirriff - - -			Edentrillick - - -		
Burgill - - -			Growell - - -	- ditto - -	Ballykeel.
Boygarriff - - -			Lappoges - - -		
Bisnagarvy - - -	- ditto - -	Lisburn.	Listullycurran - - -		
Bld Warren - - -			Ballykeel Edenagonnell - - -		
Bonagh - - -			Ballyworfy - - -		
Broughmore - - -			Ballyhomra - - -	- ditto - -	Ballykeel.
Bortnacor - - -			Cabragh - - -		
Bnockmore - - -			Clogher - - -		
Burganure - - -			Edenticullo - - -		
Beraghafavea, or Lissue - - -			Magheradartin - - -		
Ballynalargy - - -	- ditto - -	Lissue.	Tullynore - - -		
Barnlougherin - - -			Ballintine - - -	- ditto - -	Ballykeel.
Breenagh - - -			Ballymullan - - -		
Berryrisk - - -			Blaris - - -		
Bortnacor, Lower - - -			Duneight - - -		
Bortnacor, Upper - - -			Largymore - - -		
Baisloughlin - - -			Lisnatrunk - - -	- ditto - -	Blaris.
Bisnabilla - - -			Lisnoe - - -		
Baghberry - - -			Taghnabrick - - -		
Bagheramesk - - -			Ballydollaghan - - -		
Brummery - - -			Ballylenaghan - - -		
Ballycullo - - -	- ditto - -	Malone.	Breda - - -	- ditto - -	Breda.
Bunmurry - - -			Galwally - - -		
B Malone, Upper - - -			Knockbreckan - - -		
Ballyfinaghy - - -			Lisnabreeny - - -		
Bunmurry - - -					
Bldforge - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LISBURN—continued.</i>			<i>LISBURN—continued.</i>		
Ballycarn - - -	Down - - -	Breda.	Ballyknoekan - - -	Down - - -	Ouley.
Ballycowan - - -			Craignasasonagh - - -		
Ballydollahagan - - -			Drumalig - - -		
Ballylessan - - -			Killinure - - -		
Ballynahatty - - -			Lessans - - -		
Ballynavally - - -			Lisdoonan - - -		
Edenderry - - -			Lisnasallagh - - -		
Begny - - -	- ditto - - -	Dromara.	Ouley - - -		
Derry - - -			Ballyagherty - - -	- ditto - - -	Saintfield.
Drumadoney - - -			Ballymacaramery - - -		
Dromara - - -			Drumacconnell, East - - -		
Moydalgan - - -			Drumacconnell, West - - -		
Mullaghdrin - - -			Glasdrumman - - -		
Ballykine - - -	- ditto - - -	Drumbeg.	Lisdalgan - - -		
Burren - - -			Saintfield Parks - - -		
Clontanagullion - - -			Tonaghmore - - -		
Ballyaghilis - - -			Tullywasnacunaagh - - -		
Ballygowan - - -					
Drumbeg - - -					
Hillhall - - -	Antrim - - -	Lismore:	Ahaun - - -	All the Town- lands in this Union are in the County of Waterford, ex- cept one Town- land in Castle- richard Divi- sion, and one Townland in Tallow Divi- sion.	Ballyduff.
Ballyskeagh - - -			Ballyduff - - -		
Lisnatrunk - - -			Ballyeafy - - -		
Tullynacross - - -			Clasheenaniérin - - -		
Lamberg, North - - -			Clashnamonadee - - -		
Lamberg, South - - -			Curraghacnav - - -		
Ballynagarriek - - -	Down - - -	Drumbo.	Flower Hill - - -		
Carr - - -			Gairha - - -		
Carryduff - - -			Garra, East - - -		
Clontonakelly - - -			Garra, West - - -		
Drumbo - - -			Garrison - - -		
Knockbreckan - - -			Knockadoonlea - - -		
Leveroge - - -	- ditto - - -	Glasdrumman.	Knockadullaun, East - - -		
Mealough - - -			Knockadullaun, West - - -		
Clontonakelly - - -			Knockananna - - -		
Bullykine, Lower - - -			Knockaniska - - -		
Bullykine, Upper - - -			Knockatouk - - -		
Creevytenant - - -			Knockaun - - -		
Glasdrumman - - -	- ditto - - -	Hillsborough.	Knockaunfargrave - - -		
Magheraknock - - -			Knockecorragh - - -		
Ballycreen - - -			Knocknaglogh - - -		
Aghandunvarran - - -			Lafone - - -		
Ballykeel Artifinny - - -			Mountainrea - - -		
Corcreeny - - -			Tooradoo - - -		
Drumatihugh - - -	- ditto - - -	Killaney.	Toornageeha - - -		
Hillsborough - - -			Ballyhane - - -	- - -	Ballyhane.
Lisadian - - -			Bawnfoun - - -		
Large Park - - -			Belleville - - -		
Reilly's Trench - - -			Bewley - - -		
Small Park - - -			Clashnadarriv - - -		
Taughblane - - -	- ditto - - -	Maze.	Coolanheen - - -		
Carriekmaddyroe - - -			Crinnaghtaun, East - - -		
Carrieknaveagh - - -			Crinnaghtaun, West - - -		
Killaney - - -			Drumroe - - -		
Lisbane - - -			Kilderriheen - - -		
Bresagh - - -			Knockacronaun - - -		
Annacloy - - -	- ditto - - -		Knockalahara - - -		
Aghnatrisk - - -			Knockyoolahan - - -		
Ballykeel Edenagonnell - - -			Lacken - - -		
Carnbane - - -			Lackenrea - - -		
Carnreagh - - -			Moneygorm - - -		
Culcavy - - -			Moneygorm, East - - -		
Drumatihugh - - -			Moneygorm, West - - -		
Magherageery - - -			Poulbautia - - -		
Maze - - -			Quarter - - -		
Ravernet - - -			Sheskin - - -		
			Sluggara - - -		
			Springfield - - -		
			Sunlawn - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
LISMORE—continued.			LISMORE—continued.		
Tinnagrown - - -	All the Town- lands in this Union are in the County of Waterford, ex- cept one Town- land in Castle- richard Divi- sion, and one Townland in Tallow Divi- sion.	Cappoquin.	Ballinaleucra - - -	All the Town- lands in this Union are in the County of Waterford, ex- cept one Town- land in Castle- richard Divi- sion, and one Townland in Tallow Divi- sion.	Gortnapeaky
Tintur - - -			Ballinlevane, East - - -		
Tooranaraheen - - -			Ballinlevane, West - - -		
Turbeha - - -			Barrysmountain - - -		
Two small Islands - - -			Ducarrig - - -		
			Glenfooran - - -		
Aglish - - -			Gortnapeaky - - -		
Ahaunboy, North - - -			Knockanore - - -		
Ahaunboy, South - - -			Knocknabrone - - -		
Ballyduff, Lower - - -			Lyre, West - - -		
Ballyduff, Upper - - -	Parkatoben - - -				
Ballygally - - -			Ballybrack - - -		
Ballygally, East - - -			Ballyphilip, East - - -		
Ballygally, West - - -			Ballyphilip, West - - -		
Ballymartin, North - - -			Ballyroe - - -		
Ballymartin, South - - -			Bawnlaur - - -		
Ballynerroon, East - - -			Carnglass - - -		
Ballynerroon, West - - -			Crossery - - -		
Bawnbrack - - -			Glengoagh - - -		
Cloonbeg - - -			Kilcockan - - -		
Coolowen - - -			Killeenagh Mountain - - -		
Coolowen, Little - - -			Killeenagh, North - - -		
Coolydoody - - -			Killeenagh, South - - -	- - -	Kilcockan.
Coolydoody, North - - -			Kilmanicholas - - -		
Coolydoody, South - - -			Knockanore - - -		
Curraghreigh, North - - -	- - -	Castlerichard.	Lisglass - - -		
Curraghreigh, South - - -			Monang - - -		
Fortwilliam - - -			Newport, East - - -		
Garrybrittas - - -			Newport, West - - -		
Garrycloyne - - -			Scart - - -		
Glenbeg - - -			Sleeven - - -		
Glencairne - - -			Strancally - - -		
Knocknamuck, North - - -			Strancally Demesne - - -		
Knocknamuck, South - - -			Three small Islands - - -		
Knockroe - - -					
Lisfinny - - -			Ballyclement - - -		
Littlegrace - - -			Ballymuddy - - -		
Ralph - - -			Ballyneety - - -		
Sheanbeg - - -			Corrannaskeha - - -		
Sheanmore - - -			Corrannaskeha, North - - -		
Sion - - -			Corrannaskeha, South - - -		
Tallowbridge Lands - - -			Fountain - - -		
Tober - - -			Glennawillin - - -	- - -	Kilwater
One small Island - - -			Headborough - - -		East.
			Killanthony - - -		
Little Grace - - -	Cork.		Knocknaraha - - -		
			Moorehill - - -		
Ballinwillin - - -			Sapperton, North - - -		
Ballywelligan - - -			Sapperton, South - - -		
Bawnagappul - - -			Slieveburth - - -		
Bawnmore - - -			Snugborough - - -		
Boolakiley - - -					
Camphire - - -			Ballyhamlet - - -		
Camphirehill - - -			Ballymoat, Lower - - -		
Cashnamrock - - -			Ballymoat, Upper - - -		
Curragraig - - -			Ballynafineshoge - - -		
Drumroe, Lower - - -			Close - - -		
Drumroe, Upper - - -			Churchquarter - - -		
Glenasaggart - - -			Dunmoon - - -		
Kilbree, East - - -	- - -	Drumroe.	Dunmoon, North - - -		
Kilbree, West - - -			Dunmoon, South - - -		
Killabaly, East - - -			Janeville - - -	- - -	Kilwater
Monvore - - -			Kilwatermoy - - -		West
Norrisland - - -			Kilwatermoy Mountain - - -		
O'Kyle - - -			Knockaun, North - - -		
Pallis - - -			Knockaun, South - - -		
Rossgrilla - - -			Lyrenacarriga - - -		
Scart - - -			Paddock - - -		
Tourin - - -			Shanapollagh - - -		
Tourin Demesne - - -			Tircullen, Lower - - -		
Tubbrid - - -			Tircullen, Upper - - -		
Four small Islands - - -			One small Island - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS	COUNTY.	ELECTORAL DIVISIONS.
<i>LISMORE—continued.</i>	All the Town- lands in this Union are in the County of Waterford, ex- cept one Town- land in Castle- richard Divi- sion, and one Townland in Tallow Divi- sion.		<i>LISMORE—continued.</i>	All the Town- lands in this Union are in the County of Waterford, ex- cept one Town- land in Castle- richard Divi- sion, and one Townland in Tallow Divi- sion.	Modelligo.
Ballinanchor - - -	- - -		Graiguebeg - - -	- - -	
Ballinaspick, North - -	- - -		Graignemore - - -	- - -	
Ballinaspick, South - -	- - -		Kilclogher - - -	- - -	
Ballinvella - - -	- - -		Knockgarraun (Hely) - -	- - -	
Ballyea, East - - -	- - -		Knockgarraun (Sergeant)	- - -	
Ballyea, West - - -	- - -		Knocknageragh - - -	- - -	
Ballymoodranagh - - -	- - -		Magaha - - -	- - -	
Ballynaraha - - -	- - -		Nicholastown - - -	- - -	
Ballynelligan Glebe - -	- - -		Parkmore - - -	- - -	
Ballysaggartbeg, East - -	- - -		Newtown - - -	- - -	
Ballysaggartbeg Glebe - -	- - -		Rockfield - - -	- - -	
Ballysaggartbeghill - -	- - -		Scart (Hely) - - -	- - -	
Ballysaggartbeg, West - -	- - -		Scartmountain - - -	- - -	
Ballyvecane, Lower - - -	- - -		Scart (Sergeant) - - -	- - -	
Ballyvecane, Upper - - -	- - -		Straighbraud - - -	- - -	
Bridane, Lower - - -	- - -		Toor - - -	- - -	
Bridane, Upper - - -	- - -				
Burgessanchor - - -	- - -	Lismore.	Ballyhander - - -	- - -	
Castlelands - - -	- - -		Ballinaha - - -	- - -	
Curraheen, North - - -	- - -		Carrigroe - - -	- - -	
Curraheen, South - - -	- - -		Glenaboy - - -	- - -	
Deerpark, East - - -	- - -		Glennaglogh - - -	- - -	
Deerparkhill - - -	- - -		Hunthill - - -	- - -	
Deerpark, North - - -	- - -		Kilbeg, Lower - - -	- - -	
Glenmorrisheen - - -	- - -		Kilbeg, Upper - - -	- - -	
Kilnacarriga - - -	- - -		Kilcalf, East - - -	- - -	
Killahaly, West - - -	- - -		Kilcalf, West - - -	- - -	
Lismore - - -	- - -		Kilcalf Mountain - - -	- - -	
Monatrim, Lower - - -	- - -		Kilmore, East - - -	- - -	
Monatrim, Upper - - -	- - -		Kilmore, West - - -	- - -	
Moortane - - -	- - -		Kilwinny - - -	- - -	
Townparks - - -	- - -		Knockrour - - -	- - -	Tallow.
Townparks, East - - -	- - -		Limekilnclose - - -	- - -	
Townparks, West - - -	- - -		Loughnasollis, Lower - -	- - -	
			Loughnasollis, Upper - -	- - -	
Ballynoe, West - - -	- - -		Loughnatouse - - -	- - -	
Barranafaddock - - -	- - -		Moanfunne - - -	- - -	
Black - - -	- - -		Parkdotea - - -	- - -	
Cahergal - - -	- - -		Parkgarraff - - -	- - -	
Carrigane - - -	- - -		Racecourse - - -	- - -	
Countygate - - -	- - -		Springfield - - -	- - -	
Glencullen - - -	- - -		Tallow - - -	- - -	
Inchinleama, East - - -	- - -		Townparks, East - - -	- - -	
Inchinleama, West - - -	- - -		Townparks, West - - -	- - -	
Knockalassa - - -	- - -				
Knockaniska, West - - -	- - -		Limekilnclose - - -	- - -	Cork.
Knockaunroe - - -	- - -				
Knockbaun - - -	- - -	Mocollop.	<i>LISNASKEA :</i>		
Knocknalooricaun - - -	- - -		Aghakillymaud - - -	- - -	
Labbanacallee - - -	- - -		Aghinish - - -	- - -	
Lisnagree - - -	- - -		Aghnacloy - - -	- - -	
Liss - - -	- - -		Cam - - -	- - -	
Lynenaglogh - - -	- - -		Clonfane - - -	- - -	
Mocollop - - -	- - -		Corraclare, North - - -	- - -	
Paddocks - - -	- - -		Corragole - - -	- - -	
Pasperryhill - - -	- - -		Corrakelly - - -	- - -	
Peartnacrooha - - -	- - -		Corratrasna Glebe - - -	- - -	
Robertnahulla - - -	- - -		Corravehy - - -	- - -	
Toor - - -	- - -		Cornaleck - - -	- - -	
			Creaghanure Island - - -	- - -	
Ballyard - - -	- - -		Creaghmarourk Island - -	- - -	Aghakillymaud.
Ballyhane - - -	- - -		Derryvrane - - -	- - -	
Bawnnavinnoge - - -	- - -		Doocharn Island - - -	- - -	
Boherawillin - - -	- - -		Drumbrughas - - -	- - -	
Brooklodge - - -	- - -		Drumhervin - - -	- - -	
Carrigaun (Hely) - - -	- - -		Drumroosk - - -	- - -	
Churchquarter - - -	- - -	Modelligo.	Faurkagh - - -	- - -	
Clashnagoneen - - -	- - -		Inishlirroe - - -	- - -	
Coolroe - - -	- - -		Inishlught - - -	- - -	
Derry, Lower - - -	- - -		Kingarrow, North - - -	- - -	
Derry, Upper - - -	- - -		Knockninny - - -	- - -	
Garraun - - -	- - -		Sheehinny - - -	- - -	
Garraun, Upper - - -	- - -		Tonnacroob - - -	- - -	
Graigueavurra - - -	- - -		Six small Islands - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LISNASKEA—continued.	All the Town- lands in this Union are in the County of Fermanagh.		LISNASKEA—continued.	All the Town- lands in this Union are in the County of Fermanagh.	
Aghnagrane -			Killymackan -		
Ballymacaffry -			Killynick -		
Bohattan -			Kilnabrack -		
Cavans -			Kiltycrose -		
Cleffany -			Kingarrow, South -		
Coolrakelly -			Kinmeen, South -		
Cran -			Kinoughtragh -		
Creagh -			Kinrush -		
Creevehill -			Knockarevan -		
Cooederny -			Knocknabrass -		
Drumnameel -			Mount Prospect, or Tul- lyoran -		Crum.
Edenagilhorn -			Mullaghinshogagh -		
Edenbane -			Mullan -		
Foydragh -		Cross.	Mullylun -		
Furnish -			Mullynacoagh -		
Gorteen -			Rathfure -		
Killyliss -			Reilly -		
Knocknastackan -			Small Island -		
Lisboy -			Teemore -		
Lisnabane -			Tonymore -		
Rafintan -			Toralt -		
Ramult -					
Tattenalee -			Aghavea -		
Tattinfree -			Aghavea Glebe -		
Tattykeeran -			Aghnacloy, North -		
Trasna -			Aghnacloy, South -		
Tullyreagh -			Ardmoney -		
Tullyweel -			Arlish -		
			Ballyreagh -		
Aghadrum -			Boyhill -		
Aghalane -			Breandrum -		
Backinish -			Broughderg -		
Coney Island -			Bunlougher -		
Corlatt -			Bunnisnagapple -		
Cornakill -			Curraghanall -		
Corraclare, Little -			Deerpark -		
Corracoash -			Derryheely -		
Corraharra -			Derryvree -		
Corramonaghan -			Dressoge -		
Corry -			Drumbrughas -		
Crum -			Drumee -		
Dernagore -			Drumgorran -		
Derrybeg, West -			Drumoris -		
Derrycanon -			Eshacorran -		Deerpark.
Derrychorran -			Eshnadarragh -		
Derrychree -			Eshnanumera -		
Derryhooley -			Gola -		
Derrylaney -			Greagh -		
Derryvore -			Killartry -		
Dresternan -			Killybreagy -		
Drumany-beg -			Killykeeran -		
Drumany-more -		Crum.	Killycramph -		
Drumboory -			Knockmacmanus -		
Drumbominy -			Largy -		
Drumconor -			Liscosker -		
Drumderg -			Lismalore -		
Drumeeshil -			Lisolvan -		
Drumettagh -			Lurgan -		
Druminiskill -			Mulnadoran -		
Drumkillen -			Nutfield -		
Drumlught -			Owenbreedin -		
Drummannagapple -			Stranafeley -		
Drumshimuck -			Tattinbar -		
Formil -			Trustan -		
Gad Island -					
Geaglum -			Bleanish Island -		
Glasmullagh -			Brannish -		
Gole -			Clevaghy -		
Gortgorgan -			Clonmin Glebe -		
Grattan -			Cornavray -		Derrylea.
Grisherk -			Corsale -		
Grishendra -			Corsenshin -		
Killycloghan -			Crehan Island -		
Killycramph -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LISNASKEA—continued.	All the Town- lands in this Union are in the County of Fermanagh.		LISNASKEA—continued.	All the Town- lands in this Union are in the County of Fermanagh.	
Culliondoo - - -			Mullies - - -		Drummully.
Dernish Island - - -			Ned - - -		
Derryad - - -			Tiraroe - - -		
Derryany - - -			Trasna Island - - -		
Derrycanon - - -					
Derrylea - - -			Coolnagrane - - -		
Derrymacrow - - -			Cornafannoge - - -		
Drumbrughas, West - - -			Curin - - -		
Drumcaw - - -			Drumadagarve - - -		
Drumgole - - -			Drumgowna - - -		
Drumhose - - -			Drumlone - - -		
Drumlone - - -			Dungoghy - - -		
Drummurl Glebe - - -			Giltagh - - -		
Drumrainbane - - -			Greenhill - - -		Greenhill.
Drumrearty - - -			Hollymount - - -		
Drumsastry - - -			Kilcycloghy - - -		
Foremass - - -		Derrylea.	Lislea - - -		
Garraroosky - - -			Littlemount - - -		
Gortgranagh - - -			Rathkeelian - - -		
Keady - - -			Skeagh - - -		
Killard - - -			Tattenamona - - -		
Kilcycloony - - -					
Kilturk, West - - -			Altmartin - - -		
Knockmaddaroe - - -			Altnaponer - - -		
Manor Water House - - -			Altnamolloyboy - - -		
Milltate - - -			Attyclannabryan - - -		
Moorlough - - -			Carrickpolin - - -		
Mullaghboy - - -			Cooneen - - -		
Mullyned - - -			Crockadreen - - -		
Ports - - -			Curraghfad - - -		
Sallaghy - - -			Derrycrum - - -		Grogey.
Screevagh - - -			Derrycullion - - -		
Tattygare - - -			Ervey - - -		
Tiraffy - - -			Eshnasillogebeg - - -		
			Eshnasilloge-more - - -		
Barr, or Ramoan - - -			Grogey - - -		
Callowhill - - -			Legatillida - - -		
Camletter - - -			Raw - - -		
Carrowcarlan - - -					
Cloghan - - -			Aghalurcher Glebe - - -		
Coolkill - - -			Aghamore, North - - -		
Cornahoule - - -			Aghamore, South - - -		
Derrygurdry - - -			Cleenriss - - -		
Derrylea - - -			Clonmacfelimy - - -		
Derrylin - - -			Coolbeg - - -		
Doon - - -		Doon.	Corrachrow - - -		
Drumdoney - - -			Creaghamanone Island - - -		
Gorteen - - -			Creaghauameelta Island - - -		
Greaghmore - - -			Creaghamanourke Island - - -		
Milltown - - -			Creaghanchreesty Island - - -		
Mullynaherb - - -			Creagawaddy Island - - -		
Mullyneeny - - -			Corradillar - - -		
Sheetrim - - -			Curragh - - -		
Stonepark - - -			Currogs - - -		
Tonynelt - - -			Derryasna - - -		
Tonyvarnog - - -			Derrychaan - - -		
Tonywall - - -			Derryeorban - - -		
			Dooross - - -		Kilmore.
Bockan Island - - -			Drumany - - -		
Coragh - - -			Drumbad-more - - -		
Cornanoe - - -			Drumbrughas, South - - -		
Corraclare, Big - - -			Drumcon - - -		
Corradovar - - -			Drumguiff - - -		
Corratistune - - -			Edergole Island - - -		
Croostan - - -			Farranaconaghy - - -		
Derrybrick - - -			Farranacurky - - -		
Derrymacausey - - -		Drummully.	Farranasculloge - - -		
Dragh - - -			Friars Island - - -		
Drummully - - -			Garvaghy - - -		
Inishcrevan - - -			Geddagh Island - - -		
Killygreagh - - -			Inishcollan - - -		
Kilnakelly - - -			Inishcorkish - - -		
Kilnarainy - - -			Inishcreenry - - -		
Kinmeen, North - - -			Inishore - - -		
Leginn - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LISNASKEA—continued.	All the Town-lands in this Union are in the County of Fermanagh.		LISNASKEA—continued.	All the Town-lands in this Union are in the County of Fermanagh,	
Inishroosk - - -			Lough Hill - - -		
Inishturk - - -			Moneymakinn - - -		
Killycutteen - - -			Mullaghkeel, or Bally-		
Kilmore, South - - -			mackilroy - - -		
Kinmore - - -			Mullynaburtlan - - -		
Macknagh - - -			Munville - - -		
Moughley - - -			Oghill - - -		
Mountjoy Island - - -			Rossbeg - - -	- - -	Lisnaskea.
Naan Island, East - - -			Sheebeg - - -		
Naan Island, South - - -			Slush Hill - - -		
Naan Island, West - - -	- - -	Kilmore.	Sraharory - - -		
Rabbit Island - - -			Tonavally - - -		
Rossmacaffry - - -			Toney - - -		
Rossgad - - -			Toolinn - - -		
Rossmacall - - -			Tullyneevin - - -		
Rossinacole - - -					
Shanaghy - - -			Aghnaskew - - -		
Tatteevagh - - -			Clay - - -		
Trahanacarrick - - -			Congo - - -		
Trannish - - -			Coolcannel - - -		
Tully, South - - -			Coollane - - -		
			Corfannan - - -		
Attvbaron - - -			Cornashannel - - -		
Ballymackenny - - -			Corranewy - - -		
Barnhill - - -			Corrard - - -		
Boley Hill - - -			Curryann - - -		
Carntrone - - -			Drumbaghlin - - -		
Carrickawick - - -			Drumgoon - - -		
Carricknabrattoge - - -			Drumleagues, Little - - -		
Carrickyheenane - - -			Drummeer - - -	- - -	Maguiresbridge.
Carrowgarraugh - - -			Drumroo - - -		
Carrowhony - - -			Edergole - - -		
Castle Balfour Demesne - - -			Killashanbally - - -		
Coal Hill - - -			Kilmore, North - - -		
Coolaran - - -			Kiltanamullagh - - -		
Cornashee - - -			Lebally - - -		
Croaghan - - -			Lisadearny - - -		
Crockaness - - -			Lisdram - - -		
Crocknanane - - -			Lisduff - - -		
Cushwash - - -			Millwood - - -		
Derrychulla - - -			Mullaghmore - - -		
Derryhurdis - - -			Tattinderry - - -		
Derryree - - -			Tully, North - - -		
Doocharn - - -					
Drumarraght - - -			Altagoaghan - - -		
Drumbad - - -			Altawark - - -		
Drumbad Beg - - -			Cornarooslan - - -		
Drumbrughas, North - - -	- - -	Lisnaskea.	Mullaghfad - - -	- - -	Mullaghfad.
Drumcro - - -			Mullynavale - - -		
Drumcunny - - -			Stripe - - -		
Drumhaw - - -					
Drumlught - - -			Aghaderryloman - - -		
Drumroosk - - -			Aghaweenagh - - -		
Eshanummer - - -			Aghindaigh - - -		
Eshbane - - -			Carn - - -		
Eshcarcoge - - -			Clonturkle - - -		
Eshneen - - -			Glassdrumman - - -	- - -	Springtown.
Eshnacreen - - -			Gorgesh - - -		
Eshnagorr - - -			Molly - - -		
Eshthomas - - -			Stramatt - - -		
Forfey - - -			Tully - - -		
Glasdrumman - - -					
Gortacharn - - -			LISTOWEL :	All the Town-	
Henrystughan - - -			Ardagh - - -	lands in this	
Hollybrook - - -			Ardoughter - - -	Union are in	
Keenaghy - - -			Clashmelcon - - -	the County of	Ardagh.
Killygullan - - -			Cloghane - - -	Kerry.	
Killypaddy - - -			Kilmore - - -		
Killynamph - - -					
Kingstown - - -			Astee, East - - -		
Knoeks - - -			Astee, West - - -	- - -	Astee.
Leraw - - -			Ballynoneen - - -		
Lisnagole - - -			Carrigane - - -		
Lisoneill - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LISTOWEL—continued.	All the Town- lands in this Union are in the County of Kerry.		LISTOWEL—continued.	All the Town- lands in this Union are in the County of Kerry.	
Cloonaman - - -		Astee.	Knockaunacurraheen - -		Ballyhorgan.
Curraghderrig - - -			Knockburrane - - -		
Glenawillin - - -			Knockreagh - - -		
Kilcolman - - -			Knockreagh - - -		
Killelton - - -			Lissahane - - -		
Kylatallin - - -			Muckenagh - - -		
Larha - - -					
Letter - - -			Acres - - -		
Sliss - - -			Beal, East - - -		
			Beal, Middle - - -		
Aghacoora - - -			Beal, West - - -		Beal.
Ballincloher - - -			Castle Quarter - - -		
Ballincloher, East - - -			Corcas and Sandhills - -		
Ballincloher, West - - -			Kilconly, North - - -		
Ballyreehan, West - - -			Kilconly, South - - -		
Cloonsillagh - - -		Ballincloher.			
Derryvrin - - -			Aghanagran, Lower - - -		
Garrynagore - - -			Aghanagran, Middle - -		
Gortadrislig - - -			Aghanagran, Upper - - -		
Granshagh - - -			Carrigafoyle - - -		
Killa-picktarvin - - -			Carrig Island - - -		Carrig.
Tullacrimeen - - -			Gortard - - -		
			Mariara - - -		
Abasera - - -			Rusheen - - -		
Ballyconry - - -			Rusheen Park - - -		
Ballydonohoe - - -			One Island - - -		
Gortagurrane, East - - -					
Gortagurrane, West - - -			Ballincrossig - - -		
Islandsack - - -		Ballinconry.	Ballinglanna - - -		
Moybella, North - - -			Clooneen - - -		
Moybella, South - - -			Dromkeen, East - - -		Causeway.
Mweevoo - - -			Dromkeen, West - - -		
Mweevuck - - -			Dromroe - - -		
Toohana - - -			Farran - - -		
Ayle - - -			Cloonmackon - - -		
Ardcullen - - -			Cloontubbrid, North - -		
Ardcullen Marshes - - -			Cloontubbrid, South - -		
Ballyhorgan - - -			Coolaclarig - - -		Cloontubbrid.
Ballyhorgan Marshes - -			Derry - - -		
Benmore - - -			Kylebwee - - -		
Bishopscourt, North - -			Meen - - -		
Bishopscourt, South - -					
Derryco - - -			Addergown - - -		
Derryrabeg - - -			Ballinbranhig - - -		
Derryramore - - -		Ballyduff.	Cloonlogher - - -		
Farranedmond - - -			Clooneagh - - -		
Knocknacree - - -			Corbally - - -		
Knoppoge, North - - -			Drommartin - - -		
Knoppoge, South - - -			Dysert Marshes - - -		
Knoppoge - - -			Glenerdalliv - - -		
Lacka, East - - -			Knockananore - - -		Drommartin.
Lacka, West - - -			Knockavaghig - - -		
Leagh - - -			Knockercreeveen - - -		
Leagh Marshes - - -			Lisnagoneeny - - -		
Sheep Walk - - -			Rahealy - - -		
One Island - - -			Rattoo - - -		
			Sleeven - - -		
Ballyegan - - -			Slievawaddra - - -		
Ballyouneen - - -			Tullaghna - - -		
Dromalught - - -		Ballyegan.			
Killarida - - -			Coolvackagh - - -		
Kilteean - - -			Duagh - - -		
			Foildarrig - - -		
Ballintogher - - -			Islandboy - - -		
Ballyhennessy - - -			Islandboy, West - - -		
Ballyhorgan, East - - -			Kilcarrabeg - - -		
Ballyhorgan, South - - -			Kilcarramore - - -		Duagh.
Ballyhorgan, West - - -		Ballyhorgan.	Knockaderreen - - -		
Clooncolla - - -			Knockundervaul - - -		
Cloondouglas - - -			Knockavallig - - -		
Irramore - - -			Lisroe - - -		
Kilshenane - - -			Lybes - - -		
			Serahan - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
TOWEL—continued.	All the Town- lands in this Union are in the County of Kerry.		LISTOWEL—continued.	All the Town- lands in this Union are in the County of Kerry.		
Bawnachaulig - - -	- - -	Ennismore.	Doon, East - - -	- - -	Killehenry.	
Bealkelly - - -			Doon, West - - -			
Beennamelane - - -			Dromin - - -			
Coolagowan - - -			Farranpierce - - -			
Dromclogh - - -			Gortnaskeha - - -			
Dromloughra - - -			Gortnaskeha Commons - - -			
Drommurrin - - -			Islandsack, Little - - -			
Ennismore - - -			Killehenry - - -			
Finuge - - -			Kilmulhane - - -			
Gortacrossane - - -			Lahardane - - -			
Gortnaminsha - - -	- - -	Gullane.	Moochane - - -	- - -	Killury.	
Killacrim - - -			Rahoonagh - - -			
Poulnahaha - - -			Two Islands - - -			
Scartleigh - - -						
Bromore, East - - -			Ballinclemesig - - -			
Bromore, West - - -			Ballynaskreena - - -			
Derra - - -			Ballynoe - - -			
Drom - - -			Castleshannon - - -			
Faha - - -			Cleanderry - - -			
Gullane, East - - -			Dromnacarra - - -			
Gullane, Middle - - -	- - -	Gunsborough.	Feeans - - -	- - -	Kilmeany.	
Gullane, West - - -			Lisduff - - -			
Leansaghane - - -			Lissycurrig - - -			
Rahavanig - - -			Meenogahane - - -			
Trippul, East - - -			Rathmorrel - - -			
Trippul, West - - -			Three Islands - - -			
Tullabeg - - -						
Tullamore - - -			Bunagarha - - -			
One Island - - -			Carhooearagh - - -			
Affouley - - -	- - -	Kilfeighny.	Kilmeany - - -	- - -	Kilshenane.	
Carhoonaknock, East - - -			Kingsland - - -			
Carhoonaknock, West - - -			Knocknacaheragh - - -			
Coolard - - -			Lacka, East - - -			
Coolbeha - - -			Pilgrim Hill - - -			
Derra, West - - -			Rathoran - - -			
Garryard - - -			Rea - - -			
Glouria - - -			Shronebeirne - - -			
Inch, East - - -			Sluice Quarter - - -			
Inch Moor - - -			Shanacool - - -			
Inch, West - - -	- - -	Killehenry.	Trien - - -	- - -	Lislaughtin.	
Knockenagh, North - - -						
Knockenagh, South - - -			Carrigcannon - - -			
Shrone, Middle - - -			Cloghboola - - -			
Shrone, West - - -			Dromaddabeg - - -			
			Dromaddamore - - -			
Ballincraheen - - -			Glantaunyalkeen - - -			
Ballyconnell - - -			Glashanacree - - -			
Ballygarret - - -			Glashananoon - - -			
Ballyreehan, East - - -			Knocknaglogh - - -			
Banemore - - -	- - -	Killehenry.	Lyracrumpane - - -	- - -		
Braumaddra - - -						
Castletown - - -			Aghabeg, East - - -			
Cloghanenagleragh - - -			Aghabeg, Middle - - -			
Crotta - - -			Aghabeg, West - - -			
Crotta - - -			Ballinvoher - - -			
Drommakee - - -			Ballynagare - - -			
Glanoe - - -			Curraghcroneen - - -			
Gortacloghane - - -			Dysert - - -			
Kilfeighny, North - - -			Kiltomy - - -			
Kilfeighny, South - - -	- - -	Killehenry.	Muckenagh - - -	- - -		
Knockaclare - - -						
Knocknakilly - - -			Ballyline, East - - -			
Leampreaghane - - -			Ballyline, West - - -			
Pallas - - -			Ballymacasy - - -			
Tullig - - -			Bunnaruddee - - -			
Ahimma - - -			Coolnagraigue - - -			
Ballybunnion - - -			Dromalivaun - - -			
Ballyeagh - - -			Gurteenacloona - - -			
Barnadarrig - - -			Leanamore - - -			
			Lislaughtin - - -			
			Shrone - - -			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>Listowel—continued.</i>	All the Town- lands in this Union are in the County of Kerry.		<i>Listowel—continued.</i>	All the Town- lands in this Union are in the County of Kerry.	
Farranastack - - -	- - -	Lisselton.	Moynsha - - -	- - -	Moynsha.
Guhard, North - - -			Rylane - - -		
Guhard, South - - -			Shanafona - - -		
Kilcock, Lower - - -			Shanbally - - -		
Kilcock, Upper - - -			Ahalahana - - -		
Kilgarvan - - -			Beennanaspuck - - -		
Lyre - - -			Cloonbrane - - -		
Tullahennel, North - - -			Cloonprohus - - -		
Tullahennel, South - - -			Cuss - - -		
			Drommurhur - - -		
Ballaghadigue - - -	- - -	Lisselton.	Gortdromagownagh - - -	- - -	Newtownsand
Ballygowloge - - -			Gortdromasillahy - - -		
Ballygrenane - - -			Kealid - - -		
Ballinruddery - - -			Kilbaha, North - - -		
Bedford - - -			Kilbaha, Middle - - -		
Billeragh - - -			Kilbaha, South - - -		
Clievragh - - -			Kilbaha, West - - -		
Coolatoosane - - -			Lissaniska - - -		
Coolnalaght - - -			Moyvane, North - - -		
Coolnaleen, Lower - - -			Moyvane, South - - -		
Coolnaleen, Upper - - -	- - -	Listowel.	Murher - - -	- - -	Rathea.
Curraghatoosane - - -			Toberatooreen - - -		
Derra, East - - -			Ballyduhig - - -		
Dromin - - -			Beheens, East - - -		
Dromin, Lower - - -			Beheens, West - - -		
Dromin, Upper - - -			Derrindaff - - -		
Garrantavally - - -			Furbane - - -		
Gortcurreen - - -			Glenaderhig - - -		
Grogeen - - -			Mountcoal - - -		
Islandganniv, North - - -			Moyassa - - -		
Islandganniv, South - - -	- - -	Lixnaw.	Rathea - - -	- - -	Shronowen.
Islandmaccloughry - - -			Toornageehy - - -		
Kilcreen - - -			Coolkeragh - - -		
Knockamoochane - - -			Drombeg - - -		
Knockanasig - - -			Pollagh - - -		
Knockane - - -			Tullamore - - -		
Listowel - - -			Ardydonagan - - -		
Shrone, East - - -			Ballygarret - - -		
Skehanierin (Egan) - - -			Bunglasha - - -		
Skehanierin (Stokes) - - -			Gortanimerisk - - -		
Skehanierin, Lower - - -	- - -	Lixnaw.	Inchymagilleragh, East - - -		Trienearagh
			Inchymagilleragh, West - - -		
Ballynageragh - - -			Knockalougha - - -		
Clogher - - -			Knockaunbrack - - -		
Coolaruane - - -			Knockaunnanoon - - -		
Cunnagare - - -			Lacka, West - - -		
Deerpark - - -			Meenanare - - -		
Farrandeem - - -			Muingwee - - -		
Gortaneare - - -			Patch - - -		
Gortaneare - - -			Toor - - -		
Irrabeg - - -	- - -	Moynsha.	Tooreen - - -	- - -	Urlee.
Liscullane - - -			Trieneragh - - -		
Liscullane - - -			Ballingowan - - -		
Lixnaw - - -			Ballyloughran - - -		
Monument - - -			Barraduff - - -		
Ballymacjordan - - -			Blackparks - - -		
Ballynagraigue - - -			Carraghweesha - - -		
Ballynamuddagh - - -			Dunferris - - -		
Coolaneelig - - -			Killomeerhoe - - -		
Craggane - - -			Lackaboy - - -		
Curraghatouk - - -	- - -	Moynsha.	Lacka, East - - -	- - -	Urlee.
Derk - - -			Lacka, West - - -		
Dromlegagh - - -			Laheshheragh, North - - -		
Dromlegagh Demesne - - -			Laheshheragh, South - - -		
Foil - - -			Lisladraun - - -		
Islandboy, East - - -			Loughanes - - -		
Knockanerroe - - -			Rathroe - - -		
Knockmeal - - -			Urlee - - -		
Knocknaerohy - - -					
Meennahorna - - -					
Meenscovane - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONDONDERRY:			LONDONDERRY—continued.		
Ardkill - - -	Londonderry -	Ardmore.	Carnakilly, Lower - - -	Londonderry -	Eglinton.
Ardmore - - -			Carnakilly, Upper - - -		
Ballyshasky - - -			Clanterkee - - -		
Clondermot - - -			Coolafinny - - -		
Cromkill - - -			Craigbrack - - -		
Currynierin - - -			Cregan - - -		
Glenkeen - - -			Derryarkin, Lower - - -		
Knockbrack - - -			Derryarkin, Upper - - -		
Lisdillon - - -			Donnybrewer - - -		
Tullyally, Lower - - -			Donnybrewer Level - - -		
Tullyally, Upper - - -			(Intake) - - -		
Gosheden - - -			Drummaneny - - -		
Altaghoney - - -	- ditto - -	Ballymullins.	Falloward - - -	Londonderry -	Eglinton.
Ballyrory - - -			Fallowlea - - -		
Carnanbane - - -			Gortagherty, Lower - - -		
Carnanreagh - - -			Gortagherty, Upper - - -		
Dunady - - -			Gortenny - - -		
Gortscreegan - - -			Laraghaleas - - -		
Kilgoet - - -			Longfield-beg - - -		
Lear - - -			Longfield-more - - -		
Ling - - -			Longfield Level (Intake) - - -		
Lisbunny - - -			M'Lean and Partners - - -		
Sallowilly - - -			Division - - -		
Tircighter - - -			Monnaboy - - -		
Altinure, Lower - - -	- ditto - -	Banagher.	Monehanegan - - -	- ditto - -	Glendernot.
Altinure, Upper - - -			Muff - - -		
Clagan - - -			Saltworks - - -		
Dreen - - -			Templemoyle - - -		
Eden - - -			Tullanee - - -		
Kilcreeen - - -			Tully - - -		
Loughlilube - - -			Tullybrisland - - -		
Moneyhaghan - - -			Tygore - - -		
Straid - - -			Whitehill - - -		
Tamnagh - - -			Ballyore - - -		
Terrydreen - - -			Bogagh - - -		
Umrycam - - -			Bolies - - -		
Teenaght - - -	- ditto - -	Bond's Glen.	Brick-kilns - - -		
Ardground - - -			Carnafarn - - -		
Brackfield - - -			Clampernow - - -		
Killaloo - - -			Cloghore - - -		
Kildoag - - -			Corrody - - -		
Lackagh - - -			Craigtown - - -		
Legaghory - - -			Creevedonnell - - -		
Lettermire - - -			Curryfree - - -		
Toneduff - - -			Disertowen - - -		
Ballyarten - - -			Drumagore - - -		
Ballycallaghan - - -			Drumconan - - -		
Glenlough - - -			Dunhugh - - -		
Gortnaran - - -	- ditto - -	City and Suburbs.	Glenderowen - - -	- ditto - -	Lough Enagh.
Gortnaskey - - -			Gortgranagh - - -		
Kilcaltan - - -			Gortin - - -		
Raspberryhill - - -			Gortinure - - -		
Edenballymore - - -			Killymallaght - - -		
Londonderry - - -			Kiltybane - - -		
Alla, Lower - - -			Lisglass - - -		
Alla, Upper - - -			Magheracanon - - -		
Barr Cregg - - -			Prehen - - -		
Binn - - -			Primity - - -		
Claudy - - -			Rossnagalliagh - - -		
Cregg - - -	- ditto - -	Claudy.	Tagharina - - -		
Cumber - - -			Tirkeeveny - - -		
Gilky Hill - - -			Tully, Lower - - -		
Lettermuck - - -			Tully, Upper - - -		
Tullintrain - - -			Warbleshinny - - -		
Ballygudden - - -			Avish - - -		
Campsie, Lower - - -			Ballyoan - - -		
Campsie, Upper - - -			Carn - - -		
Carmoney - - -			Carrakeel - - -		
	- ditto - -	Eglinton.	Culkeeragh - - -		
			Edenreagh-beg - - -		
			Edenreagh-more - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONDONDERRY—continued.			LONDONDERRY—continued.		
Enagh - - -	Londonderry	Lough Enagh.	Drumahoe - - -	Londonderry	Waterside.
Gorticross - - -			Fincarn - - -		
Gortnessy - - -			Gobnascale - - -		
Gortree - - -			Gortica - - -		
Gransha - - -			Kilfinnan - - -		
Gransha (Intake) - - -			Lisaghmore - - -		
Lissahawley - - -			Lismacarol - - -		
Managh-beg - - -			Lisnagelvin - - -		
Managh-more - - -			Lisneal - - -		
Maydown - - -			Tamnymore - - -		
Stradreaigh-beg - - -			Birdstown Demesne - - -	Donegal	Birdstown.
Stradreaigh-more - - -			Drumadooey - - -		
Templetown - - -			Garvary - - -		
Tirbracken - - -			Gortnaskea - - -		
Ardnaguniog - - -			Ballyederowen - - -		
Cloghole - - -			Drumbaggart - - -		
Greenan - - -			Dundrean - - -		
Kilnappy - - -			Elagh-beg - - -		
Ligg - - -			Gortcormacan - - -		
Moybuy - - -			Ballymoney - - -	ditto	Burt.
Ballyarnet - - -	Bohullion, Upper - - -				
Ballymagrorty - - -	Bohullion, Lower - - -				
Ballynagalliagh - - -	Bunnamayne - - -				
Ballynagard - - -	Carrowen - - -				
Ballynashallog - - -	Carrownamaddy - - -				
Cloughglass - - -	Carrowreagh - - -				
Coshquin - - -	Castlecooly - - -				
Culmore - - -	Grange - - -				
Culmore Level (Intake) - - -	Lisfannan - - -				
Elaghmore - - -	Moness - - -				
Pennyburn - - -	Mullen - - -				
Shantallow - - -	Skeoge - - -				
Springtown - - -	Speenoge - - -				
Whitehouse, or Ballymagrorty - - -	Tonlett - - -				
Ballygroll - - -	Island - - -				
Ballynamore - - -	Burt Level (Intake) - - -				
Brockagh - - -	Blanket Nook (Intake) - - -				
Clonmakane - - -	Ballyhaskey - - -	ditto	Castle ward.		
Crossballycormick - - -	Bogay Glebe - - -				
Ervey - - -	Castleforward Demesne - - -				
Fawney - - -	Cloon - - -				
Gortinreid - - -	Colehill - - -				
Highmoor - - -	Coney Island - - -				
Killennan - - -	Corncamble - - -				
Lettershendony - - -	Creeve - - -				
Listress - - -	Deerpark, West - - -				
Mullaboy - - -	Drumlougher - - -				
Oghill - - -	Drummay - - -	ditto	Fahan.		
Oughtagh - - -	Gortlush - - -				
Slaghtmanus - - -	Gortree - - -				
Strathall - - -	Keshends - - -				
Tamnaherin - - -	Leitrim - - -				
Tamnymore - - -	Monglass - - -				
Tamnyreagh - - -	Portlough - - -				
Ballougry - - -	Roosky - - -				
Ballynagowan - - -	Tonyhabboc - - -				
Creevagh, Lower - - -	Tullyannan - - -				
Creevagh, Upper - - -	Tullyannan Glebe - - -				
Creggan - - -	Blanket Nook (Intake) - - -				
Killea - - -	Annaslee - - -	ditto	Waterside.		
Mullennan - - -	Ballynahone - - -				
Sheriff's Mountain - - -	Carnashannagh - - -				
Spring Hill - - -	Carrontlieve - - -				
Termonbacca - - -	Carrowmullin - - -				
Altnagelvin - - -	Castlequarter - - -				
Ardlough - - -	Craigtown - - -				
Ardnabrocky - - -	Crislaghkeel - - -				
Cah - - -	Crislaghmore - - -				
Cloney - - -	Figary - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ONDONDERRY—continued.			LONDONDERRY—continued.		
Glebe - - - -	Donegal - -	Fahan.	Monfad - - - -	Donegal - -	Newtowncun- ningham.
Glebe, Large - -			Moyle - - - -		
Letter - - - -			Moylemoss - - -		
Lisfannan - - -			Murlough - - - -		
Magherabeg - - -			Newtowncunningham -		
Monreagh, or Barr of Kilmackilvenny . -			Plaster - - - -		
Roosky - - - -			Roughan - - - -		
Tievebane - - -			Roughan Glebe - -		
Fahan Level (Intake) -			Slatehill - - - -		
			Castleblagh - - -		
Ballynakilly - - -	- ditto - -	Inch Island.	Cottage - - - -	- ditto - -	Newtowncun- ningham.
Baylet - - - -			Drumbarnet, Lower -		
Carnaghan - - -			Drumbarnet, Middle -		
Carrickanee - - -			Drumbarnet, Upper -		
Castlequarter - - -			Dunduffsfert - - -		
Glack, or Bohullion -			Hungersmother - - -		
Grange - - - -			Killyverry - - - -		
Mores - - - -			Maylin - - - -		
Inch Level (Intake) -			Milltown - - - -		
			Money more - - - -		
Ardmore - - - -	- ditto - -	Kilderry.	Sallybrook - - - -	- ditto - -	Three Trees.
Carnamoyle - - -			Sharon Glebe - - -		
Craig - - - -			Tinklersford - - -		
Derryvane - - -					
Eskahcen - - - -			Aught - - - -		
Muff - - - -			Drumskellan - - -		
Soppog - - - -			Glenard - - - -		
			Meenyanly - - - -		
			Three Trees - - - -		
			Ture - - - -		
Ballyboe - - - -	- ditto - -	Killea.	LONGFORD:		
Castruse - - - -			Aghaboy - - - -	All the Town- lands in this Union are in the County of Longford.	Aghaboy.
Drumbarnet - - -			Clontumpher - - -		
Garshooey - - - -			Cornedan - - - -		
Gortinlieve - - -			Esker, South - - -		
Kildrum, Lower - - -			Kilnacarrow - - -		
Kildrum, Upper - - -			Soran - - - -		
Ataghaderry - - -					
Ardnamoghil - - -			Ardbohil - - - -		
Carrigans - - - -			Back of the Hill - -		
Drumnashear - - -			Ballinreaghan - - -		
Dunmore - - - -	Ballinree and Ballymoat				
Glasmullan - - -	Ballinroddy - - - -				
Imlick - - - -	Ballygar - - - -				
Legnaduff - - - -	Ballywalter - - - -				
Magheraboy - - -	Barney - - - -				
Magheraboy Glebe -	Barneygole - - - -				
Newtownhamilton -	Banghill - - - -				
Toberlane - - - -	Bohermore - - - -				
Whitehouse - - -	Bohernacross - - -				
Ballycushion - - -	Breany - - - -				
Bready - - - -	- ditto - -	Newtowncun- ningham.	Carnan - - - -	- - - -	Ardagh, East.
Castlethird - - -			Coolcaw - - - -		
Ologhfin - - - -			Cornapark - - - -		
Cross - - - -			Cross - - - -		
Derrymore - - - -			Crossea, North - - -		
Dernacally - - - -			Crossea, South - - -		
Glebe - - - -			Deerpark - - - -		
Haw - - - -			Drumroe - - - -		
Kilgort - - - -			Finnaragh - - - -		
Listicall, Lower - - -			Garryconnell - - -		
Listicall, Upper - - -	- ditto - -	Newtowncun- ningham.	Glen - - - -	- - - -	Ardagh, East.
Monreagh - - - -			Keeloges - - - -		
Tirrodody - - - -			Lenaboy - - - -		
Tober - - - -			Lisdreenagh - - -		
Tonagh - - - -			Lisduff - - - -		
			Lissanisky - - - -		
			Lvanmore - - - -		
			Meeltanagh - - - -		
			Rathvaldron - - -		
			Twenty Acres - - -		
Ardee - - - -	- ditto - -	Newtowncun- ningham.	Twenty Acres - - -		
Ballybegly - - - -					
Drumboy - - - -					
Glar - - - -					
Moneygreggan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONGFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Longford.		LONGFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Longford.	
Aghalust - - -	- - -	Ardagh, West.	Derryharrow - - -	- - -	Caldragh.
Aghintemple - - -			Faghey - - -		
Bawn - - -			Gorteenorna - - -		
Bawn Mountain - - -			Killeen - - -		
Cartrongarrow - - -			Knockawalky - - -		
Clooncaulfield - - -			Knockmartin - - -		
Cloonkeen - - -			Lamagh - - -		
Cooleeshil, or Richfort - - -			Lisnabo - - -		
Cordivin - - -			Lismore - - -		
Derrymore - - -			Lismoy - - -		
Drumbaun - - -			Minard - - -		
Drumlougher - - -			Moneylagan - - -		
Gorteenagloon - - -			Aghareagh - - -		
Graffoge - - -			Aghareagh Bog - - -		
Grillagh - - -			Aghnagore - - -		
Laughil - - -			Ballykenney - - -		
Lisduff (Montgomery) - - -			Brownbog - - -		
Moor - - -			Brianstown - - -		
Moyra and Fortmill - - -			Cartronlebagh - - -		
Nappagh - - -			Clogher and Rinn - - -		
Rabbit Park - - -			Cloonara - - -		
Aghadowry - - -		Ballinamuck, East.	Cloondara - - -		Cloondara.
Annaghdaniel - - -			Cornollen - - -		
Camagh - - -			Fihoges - - -		
Cloonbrock - - -			Glebe - - -		
Corrinagh - - -			Kilmore, Lower - - -		
Cuingareen - - -			Kilmore, Upper - - -		
Edenmore - - -			Knappoge - - -		
Fostragh - - -			Lissanurlan - - -		
Glenmore - - -			Mullagh Bog - - -		
Rathmore - - -			Mullolagher - - -		
Breanriskcullew - - -			Slieve - - -		
Cloncowley - - -			Tully - - -		
Creelaghta - - -			One small Island - - -		
Crowdrumman - - -		Ballinamuck, West.	Allenagh - - -		Cloonec.
Drumbad - - -			Bundoon - - -		
Esker, North - - -			Carrickglass Demesne - - -		
Fardrumman - - -			Carrickglass Demesne - - -		
Kiltycreevagh - - -			Clooncoose - - -		
Lettergullion - - -			Cloonee - - -		
Lettergeeragh - - -			Corradooey - - -		
Melkagh - - -			Drumhaughly - - -		
Shanmullagh - - -			Drumure - - -		
Tawnagh - - -			Farraghroe - - -		
Aghnamaddoo - - -			Killeenatruan - - -		
Ballincurry - - -			Killeter - - -		
Bawn - - -			Killoe Glebe - - -		
Breanrisk - - -			Kilmoyle - - -		
Carrickmoyragh - - -			Killyfad - - -		
Cartrongar - - -			Kiltybegs - - -		
Cloonagh - - -		Breanrisk.	Kiltyreher - - -		
Cloonellan - - -			Kiltyreher - - -		
Cloonmacart - - -			Knockloughlin - - -		
Cloontagh - - -			Lissavaddy - - -		
Corrabaun - - -			Mucknagh - - -		
Currygranny - - -			Rhine - - -		
Derrynacrit - - -			Agharickard - - -		Corboy.
Kilnashee - - -			Aghanageeragh - - -		
Leitrim - - -			Aghanahown - - -		
Prucklish - - -			Aghnacally Glebe - - -		
Cahanagh - - -			Ballygarve - - -		
Caldragh - - -			Ballymacwilliam - - -		
Cartrons - - -			Ballynagoshen - - -		
Cleggill - - -			Cartronawar - - -		
Cloonanny Glebe - - -			Cartron, Big - - -		
Cloonbalt - - -			Cartron, Little - - -		
Cloonrallagh - - -			Cloonahard - - -		
Corragarrow - - -			Cloonahussey - - -		
Corry - - -		Caldragh.	Corboy - - -		
Greenagh - - -			Creeve - - -		
			Freehalman - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONGFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Longford.		LONGFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Longford.	
Killinlastra - - -	- - -	Corboy.	Cloontrim - - -	- - -	Longford.
Lisfarrell - - -			Cloonturk - - -		
Lissaghanedan - - -			Cooleeny - - -		
Lissardowlan - - -			Coolnahinch - - -		
Oldtown - - -			Corrabaun - - -		
Toorfin - - -			Deanscurragh - - -		
Treel - - -			Demesne - - -		
Aghamore, Lower - - -			Farnagh - - -		
Annagh - - -			Farranyoogan - - -		
Cloonelly - - -			Feraghfad - - -		
Corglass - - -	- - -	Drumgort.	Garvagh - - -	- - -	Longford.
Cornacullew - - -			Glack - - -		
Garvary - - -			Glebe - - -		
Kiltycon - - -			Kilnasavoge - - -		
Leggagh - - -			Knockahaw - - -		
Moyne - - -			Knockanboy - - -		
Barraghbeg - - -			Lisbrack - - -		
Barraghmore - - -			Lisduff - - -		
Bohernameeltoge - - -			Lisnamuck - - -		
Carrowbeg - - -			Mullagh - - -		
Cartrongolan - - -	- - -	Drumlish.	Mullaghavorneen - - -	- - -	Mountdavis.
Derawley - - -			Stonepark - - -		
Drumlish - - -			Templemichael Glebe - - -		
Enybegs - - -			Townparks - - -		
Garrowhill - - -			Whiterock - - -		
Greagh - - -			Annaghmore - - -		
Monaduff - - -			Ballynakill - - -		
Oghil - - -			Cloonbearla - - -		
Aghnaskea - - -			Cloonbrock - - -		
Annaghbeg - - -			Cloonkeel - - -		
Ballyclare - - -	- - -	Killashee.	Cloonfore - - -	- - -	Moydow.
Ballycore - - -			Cloontabeg - - -		
Ballydrum - - -			Cloontamore - - -		
Begnagh - - -			Corralough - - -		
Bunacloy - - -			Derryad - - -		
Cloonfiny - - -			Derryaroge - - -		
Cloonmore - - -			Derryloughbannow - - -		
Cloonfiugh - - -			Kilnacarrow - - -		
Cloonsellan - - -			Magheraveen - - -		
Cloonsheerin - - -			Mountdavis - - -		
Corragarrow - - -	- - -	Killoe.	Rappareehill - - -	- - -	Moydow.
Killashee and Aghakeeran			Aghantrah - - -		
Grillagh - - -			Aghinaspick - - -		
Killeeny - - -			Aughine - - -		
Middleton - - -			Ballinamore - - -		
Moygh - - -			Ballymichan - - -		
Newtown - - -			Ballintempan - - -		
Sharvoge - - -			Ballinvoher - - -		
Templeton Glebe - - -			Ballyclare - - -		
Treanboy - - -			Barroe - - -		
Woodlawn - - -	- - -	Longford.	Brickeens - - -	- - -	Moydow.
Brocklagh - - -			Bunalough - - -		
Cornafunshin - - -			Caldraghmore - - -		
Derrybeelan - - -			Calfpark - - -		
Derrynacross - - -			Carrigeen - - -		
Dooroe - - -			Carrowmanagh - - -		
Drumnacoocha - - -			Castlereagh - - -		
Gaigue - - -			Cloonmucker - - -		
Kilmahon - - -			Cloonanny - - -		
Lettergonnell - - -			Cloonevit - - -		
Abbeycarton - - -	- - -	Longford.	Cloonker - - -	- - -	Moydow.
Aghadegnan - - -			Commock - - -		
Aghafad - - -			Corlagan - - -		
Ardnacassagh - - -			Craane - - -		
Ballymakeegan - - -			Crockaun - - -		
Ballyminion - - -			Curry - - -		
Barrackbog - - -			Doonameran - - -		
Cartronageeragh - - -			Dunbeggan - - -		
Clooneeny - - -			Garranboy - - -		
			Gorteenboy - - -		
			Gowlan - - -		
			Gragh - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LONGFORD—continued.	All the Town- lands in this Union are in the County of Longford.	Moydow.	LONGFORD—continued.	All the Town- lands in this Union are in the County of Longford.	Rathcline.
Keelodalabaun - -			Lisnacush - - -		
Knockagowny - -			Lisrevagh - - -		
Knockatarry (Brickeens)			Lissawly, or St. Albans -		
Knockatarry (Poynton)			Rathcline - - -		
Lisgurry - - -			Tullyvrane - - -		
Meelick - - -			Turreen - - -		
Meeltanagh - - -			Little Island - - -		
Mollyroe - - -			Four small Islands -		
Monascallaghan - -					
Mount Jessop - - -			LOUGHREA:	All the Town- lands in this Union are in the County of Galway.	Aille.
Moydow Glebe - - -			Aille - - -		
Newtown - - -			Ballingarry - - -		
Toneen - - -			Ballycooney - - -		
Trillickacurry - - -			Baliynagreeve - - -		
Trillickatemple - -			Barragarraun - - -		
			Bohaboy - - -		
Ahanagh - - -			Burroge - - -		
Annaghcooleen - -			Caheratrims - - -		
Ballagh - - -			Cahercrea, East - -		
Ballagh (Achmuty) -			Cahercrea, West - -		
Briskil - - -			Curheen - - -		
Bunanass - - -			Funshadaun - - -		
Castle Forbes Demesne			Glenaclara, West - -		
Cloonageeher - - -			Grange Park - - -		
Cloonart, North - -			Kylegarraff - - -		
Cloonart, South - -			Raheen, Eighter - -		
Cloonecolligan - -			Raheen, Oughter - -		
Clooneen (Beirne) -			Sonnagh, New - - -		
Clooneen (Cox) - -			Sonnagh, Old - - -		
Clooneen (Kennedy) -		Newton Forbes.	Toormacnevin - - -		
Clooneen (Shanly) -			Two small Islands in Lough		
Cloonihier - - -			Rea - - -		
Deerpark - - -					
Edercloon - - -			Athenry - - -		
Kilmacnannon - -			Ballydavid, South -		
Lisbrack - - -			Ballygarraun, North -		
Lissagernal - - -			Ballygarraun, South -		
St. Anne's Glebe - -			Ballygarraun, West -		
Stragarrow - - -			Baunmore - - -		
Tomisky - - -			Blean - - -		
Townparks - - -			Bottom - - -		
Treel - - -			Bohill - - -		
Five small Islands -			Caherroy - - -		
			Clamperpark - - -		
Agthalloughan - -			Cullairbaun - - -		
Aghamore - - -			Farranablaque, East -		
Agharanagh - - -			Farranablaque, West -		
Barnacor - - -			Furzypark - - -		
Bleanavoher - - -			Gloves, Middle (Athenry		
Bushy Island - - -			Parish) - - -		
Cashelbeg - - -			Gloves, West (Athenry		
Carrigeens - - -			Parish) - - -		
Carrownphull - - -			Gloves, Middle (Kiltul-		
Carrowroe - - -			lagh Parish) - - -		
Carrowstrawly - -			Gloves, South (Kiltul-		
Cloonbony - - -			lagh Parish) - - -		
Commons, North - -			Gloves, West (Kiltullagh		
Commons, South - -			Parish) - - -		
Curreen - - -		Rathcline.	Gorteenacra - - -		
Derrygeel - - -			Gortnahown - - -		
Derryshannoge - -			Kingsland, North - -		
Formoyle (Farrell) -			Kingsland, South - -		
Formoyle (Newcomen)			Knockaunglass - - -		
Glebe - - -			Loobroe - - -		
Goat's Island - - -			Mountain, South - -		
Gorteengar - - -			Newford - - -		
Inchamadermot - -			Park - - -		
Inchenagh - - -			Pollacappul - - -		
Killinure - - -			Prospect - - -		
Knock - - -			Rahard - - -		
Lanesborough - -			Raheen - - -		
Leherly - - -			Toberconnelly - - -		
Lisduff - - -			Turloughalanger - -		
Lismacmanus - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LOUGHREA—continued.</i>	All the Town- lands in this Union are in the County of Galway.		<i>LOUGHREA—continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Ballinlough - - -			Clogh - - -		
Ballydaly - - -			Cloonbornia - - -		
Ballyglass - - -			Corskeagh, Daly - - -		
Ballygowan - - -			Creeraun - - -		
Ballynagar - - -			Fahy - - -		
Ballynakill - - -			Glennamucka - - -		
Cappagh - - -			Gortbrack - - -		
Cappaghcon - - -			Gorteen - - -		
Cappaghconbeg - - -			Gortnahultra - - -		
Cappaghcon, East - - -			Gortnacross - - -		
Cappaghcon, West - - -			Gortnalone, North - - -		
Coarseparks - - -			Gortronnagh - - -		
Commons, East - - -			Knockaboy - - -		
Commons, West - - -			Shanballard - - -		
Cregg - - -		Ballynagar.	Shanballyeeshal - - -		
Creggpark - - -			Shanballymore - - -		
Cuilleendreagh - - -			Sheeaun - - -		
Derrylahan - - -			Temple - - -		
Garraunphaudeen - - -					
Gortnakilla - - -			Ballinrooaun - - -		
Kylagowan - - -			Ballybrackagh - - -		
Lecarrow, South - - -			Blackrock - - -		
Mountainpark - - -			Castleboy - - -		
Newtown, South - - -			Castlepark - - -		
Rosturra - - -			Cloghaun - - -		
Silverstream - - -			Cregganore - - -		
Tulla - - -			Cuilmore - - -		
Drumminamucka, North - - -			Furzypark - - -		
Drumminamucka, South - - -			Gortard - - -		
			Gortaloman - - -		
Ballindrinna - - -			Grannagh - - -		
Ballyfintan - - -			Grannagh - - -		
Ballyscully - - -			Grannaghbeg - - -		
Brackery - - -			Isertkelly, North - - -		
Bracklagh Grange - - -			Isertkelly, South - - -		
Carrowmore - - -			Kilbeg - - -		
Carrowshanbally - - -			Lecknabegga - - -		
Carrowcreevanagh - - -			Limepark, North - - -		
Cartron - - -			Limepark, South - - -		
Cloghbrack - - -			Lisheeneynaun - - -		
Cloonlee - - -			Meheramspark - - -		
Cloonprask - - -			Moneen, East - - -		
Corbaun - - -			Moneen, West - - -		
Cormick - - -		Bracklagh.	Pollacurra - - -		
Garryhubert - - -			Turloughnacloghdoo - - -		
Gortaneare - - -			Commons - - -		
Grangebeg - - -					
Grangemore - - -			Attimonbeg - - -		
Kilbride - - -			Attimonmore, North - - -		
Kylebeg - - -			Attimonmore, South - - -		
Limehill - - -			Ballynanulty - - -		
Lisheen, North - - -			Carnakelly, North - - -		
Lisheen, South - - -			Carnakelly, South - - -		
Ranamackan - - -			Cloonbrusk - - -		
Shangarry - - -			Cloonkeenbeg - - -		
Shangarry - - -			Cloonkeenmore, North - - -		
Shanvolier - - -			Cloonkeenmore, South - - -		
Streamstown - - -			Gloves, East - - -		
Derryfrench - - -			Laragh - - -		
			Lisduff - - -		
Ballybroder - - -					
Ballymurphy - - -			Clonkeenkerrill - - -		
Bellayarha, North - - -			Colmanstown - - -		
Bellayarha, South - - -			Colmanstown - - -		
Bullaun - - -		Bullaun.			
Cahernagarry - - -			Ballymore - - -		
Carrowmore - - -			Ballywinna - - -		
Gortcam - - -			Craughwell - - -		
Lackafinna, North - - -			Crinnoge, or Ballywulash - - -		
Lisduff - - -			Parkroe - - -		
			Pollnabanny - - -		
Attimany - - -		Cappalusk.	Shanbally - - -		
Ballyglass - - -			Slieveroe - - -		
Ballygrany - - -					
Caltragh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LOUGHREA—continued.	All the Town- lands in this Union are in the County of Galway.		LOUGHREA—continued.	All the Town- lands in this Union are in the County of Galway.	
Gorteenanillaun - -	- - -	Kilchreest.	Ballinla - - -	- - -	Killogilleen.
Gortnagleave - - -	- - -		Ballybaun - - -	- - -	
Gortnamannagh, East -	- - -		Ballygarraun - - -	- - -	
Gortnamannagh, West -	- - -		Ballyglass, East - -	- - -	
Kilchreest - - -	- - -		Ballylin, East - - -	- - -	
Kilnagappagh - - -	- - -		Ballylin, West - - -	- - -	
Lackabaun - - -	- - -		Ballymanagh - - -	- - -	
Lackabaun - - -	- - -		Ballymoneen - - -	- - -	
Lahardaun - - -	- - -		Ballynascragh - - -	- - -	
Pollnashinnagh - - -	- - -		Ballyshea - - -	- - -	
Reaskrevagh - - -	- - -		Bauttagh - - -	- - -	
Roxborough - - -	- - -		Brucken - - -	- - -	
			Cahergal - - -	- - -	
Ballynamucka - - -	- - -	Kilconickny.	Caherskeehaun - - -	- - -	
Blackgarden - - -	- - -		Carheen - - -	- - -	
Boherduff - - -	- - -		Carrowmunna - - -	- - -	
Carrowclogh - - -	- - -		Carrowsteelagh - - -	- - -	
Carrowmore - - -	- - -		Cartron - - -	- - -	
Cloghastookeen - - -	- - -		Cloghroak - - -	- - -	
Cloonoo, East - - -	- - -		Creggymulgreny - - -	- - -	
Cloonoo, West - - -	- - -		Edenhill - - -	- - -	
Conicar - - -	- - -		Emlagh - - -	- - -	
Crossderry - - -	- - -		Fiddaun - - -	- - -	
Derryhoylemore - - -	- - -		Gortnamackan - - -	- - -	
Doogarraun - - -	- - -		Killeenpatrick - - -	- - -	
Glenatallan - - -	- - -		Killogilleen - - -	- - -	
Gortnabarnaboy - - -	- - -	Kilconierin.	Knocknamanagh - - -	- - -	Kilmeen.
Gortawullaun - - -	- - -		Lakyle - - -	- - -	
Killaspugmoylan - - -	- - -		Lismoylan - - -	- - -	
Kilmurry - - -	- - -		Loughburke - - -	- - -	
Knockadaumore - - -	- - -		Monksfield - - -	- - -	
Knockauncoura - - -	- - -		Rathcosgry - - -	- - -	
Knockauncoura - - -	- - -		Seefin - - -	- - -	
Knockroe - - -	- - -		Toorelogher - - -	- - -	
Knockroe beg - - -	- - -				
Lurgan - - -	- - -		Annaghbride - - -	- - -	
Moycola - - -	- - -		Ballybroder - - -	- - -	
Srah - - -	- - -		Ballydavid - - -	- - -	
Tonbaun - - -	- - -		Ballydoogan - - -	- - -	
Ballynahivnia - - -	- - -	Killimor.	Ballynahistil - - -	- - -	Kilreekill.
Ballynahown - - -	- - -		Ballynamurdoon - - -	- - -	
Bookeen, North - - -	- - -		Carra - - -	- - -	
Bookeen, South - - -	- - -		Carraunduff - - -	- - -	
Caherakilleen - - -	- - -		Carrowroe - - -	- - -	
Cahernalee - - -	- - -		Castlenancy - - -	- - -	
Carrowbaun - - -	- - -		Clogharoasty - - -	- - -	
Carrowkeel - - -	- - -		Cooleeny - - -	- - -	
Carrownagower - - -	- - -		Cooracurkia - - -	- - -	
Carrowrevagh - - -	- - -		Finnure - - -	- - -	
Carrowroe, North - - -	- - -		Foxhall - - -	- - -	
Carrowroe, South - - -	- - -		Foxhall, Little - - -	- - -	
Derryhoylebeg - - -	- - -		Glenmeen - - -	- - -	
Dunsandle - - -	- - -	Killimor.	Gortdrishagh - - -	- - -	
Glebe - - -	- - -		Kilcooly - - -	- - -	
Lecarrow - - -	- - -		Kilmeen - - -	- - -	
Lisnadrisha - - -	- - -		Lecarrow - - -	- - -	
Lissalondoon - - -	- - -		Lissaphuca - - -	- - -	
Raherneen - - -	- - -		Rafarn - - -	- - -	
Saint Clerans - - -	- - -		Srahdoo - - -	- - -	
Tooloobaunbeg - - -	- - -		Traskernagh - - -	- - -	
Brackloon - - -	- - -				
Caltraghbreedy - - -	- - -		Ballinlaun - - -	- - -	
Cappaghanool - - -	- - -		Ballintober, West - -	- - -	
Cappanasruhaun - - -	- - -		Ballyhogan - - -	- - -	
Clooncah - - -	- - -		Carnaun - - -	- - -	
Cloonsheecahill - - -	- - -		Carrowntober - - -	- - -	
Doogheloon - - -	- - -		Cloonmain - - -	- - -	
Gortnalone, South - -	- - -		Dartfield - - -	- - -	
Killimor - - -	- - -		Doon - - -	- - -	
Knockroe - - -	- - -		Drought - - -	- - -	
Lenamore - - -	- - -		Emlagh - - -	- - -	
Lenareagh - - -	- - -		Garryboghalla - - -	- - -	
Lenareagh - - -	- - -		Glenaskehy - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LOUGHREA—continued.	All the Town- lands in this Union are in the County of Galway.		LOUGHREA—continued.	All the Town- lands in this Union are in the County of Galway.	
Derreenamucka - -			Aghafadda - - -		
Drum - - -			Cormacuagh, East - -		
Gorteenayanka - -			Cormacuagh, West - -		
Knockadrum - - -			Corrantarramud - -		
Knockaundarragh - -			Cuddoo, East - - -		
Knockdrummore - -			Cuddoo, West - - -		
Knockmoyle, East - -			Derroogh - - -		Tiaquin.
Knockmoyle, West - -			Knockbrack - - -		
Kylenagappa - - -		Marblehill.	Laghtonora - - -		
Laggoo - - -			Lenamore - - -		
Lecarrow, North - -			Mountgarrett - - -		
Loughpark - - -			Tiaquin Demesne - -		
Marblehill - - -			Tisaran - - -		
Moyglass - - -					
Reynabrone - - -			Alleendarra, East - -		
Rosseeshal - - -			Alleendarra, West - -		
Slatefield - - -			Bolag - - -		
			Clonco - - -		
Boleybeg - - -			Derrycrag - - -		Woodford.
Bookeen - - -			Knockauncarragh - -		
Coppanagh - - -			Laughil - - -		
Curhoor - - -			Ulick's Mountain - -		
Drummin - - -			Woodford - - -		
Glenaclara, East - -		Mountain.			
Grange - - -			LURGAN:		
Killeenadeema, East - -			Aghadrumglasny - -		
Killeenadeema, West - -			Aghagallon - - -		
Knockbaun - - -			Ballycairn - - -		
Knockroe - - -			Ballykeel - - -		
Cinageeragh - - -			Ballymacilrany - -		
			Derryclone - - -		
Ballynageera - - -			Derryhirk - - -	Antrim - - -	Aghagallon.
Boleydorrageha - -			Derrymore - - -		
Dahercormick - - -			Derrynaseer - - -		
Daherkinmonwee - -			Drumaleet - - -		
Dappagh, North - -			Montiaghs - - -		
Dappagh, South - -			Tamnyvane - - -		
Coolraugh - - -			Tiscallen - - -		
Cregg - - -					
Creggatlough - - -			Aghadrumglasny - -		
Ganty - - -			Aghalee - - -		
Garracloon, North - -		Moyode.	Ballynaghten - - -	ditto - - -	Aghalee.
Garracloon, South - -			Ballynanaghten - -		
Garrankyle, East - -			Killough - - -		
Garrankyle, West - -			Lurgansemanus - -		
Gortagowan - - -			Pooles - - -		
Hollypark - - -					
Kilconierin - - -			Ballinderry - - -		
Lickerrig - - -			Gortrany - - -		
Moyode - - -			Portmore - - -	ditto - - -	Ballinderry.
Moyode Demesne - -			Tullyballydonnell - -		
Preankyle - - -			Deerpark - - -		
			Feumore - - -		
Aberanville - - -			Aghanergill, or Corglass		
Ballykeeran - - -			Annagora - - -		
Brackloonbeg - - -			Annakeera - - -		
Carrownaghlough - -			Ballyfodrin - - -		
Carrowreagh - - -			Ballymakeown - - -		
Clashaganny - - -			Breagh - - -		
Clarta - - -			Cannagola-beg - - -		
Galboley (Killimer Daly Parish) - - -		Raford.	Cannagola-more - -		
Galboley (Kiltullagh Parish) - - -			Canoneill - - -	Armagh - - -	Breagh.
Gortakeeran - - -			Clonmartin - - -		
Killescragh - - -			Coharra - - -		
Knocknadaula - - -			Cornamucklagh - -		
Knocknadaula - - -			Cushenny - - -		
Raford - - -			Derrylettiff - - -		
Raheendoo - - -			Diviny - - -		
Ruroe - - -			Drumalis - - -		
			Drumharriff - - -		
			Druminallyduff - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LURGAN—continued.			LURGAN—continued.		
Drumlellum - - -	Armagh	Breagh.	Kernan - - -	Armagh	Kernan.
Drumnevan - - -			Knockmenagh - - -		
Farra - - -			Lisnamintry - - -		
Kingarve - - -			Lisnisky - - -		
Leganny - - -			Lylo - - -		
Richmount, or Agha- vellan - - -			Moyraverty - - -		
Roughan - - -			Seagoe, Lower - - -		
Timakeel - - -	- ditto -	Brownlows, Derry.	Seagoe, Upper - - -	- ditto -	Lurgan.
Timulkenny - - -			Tamnaticarbet - - -		
Unshinagh - - -			Tamnafiglassan - - -		
			Tarsan - - -		
			Aghnacloy - - -		
Aghacommon - - -			Ballyblagh - - -		
Annaloist - - -			Demesne - - -		
Ballynamony - - -			Derry - - -		
Boconnell - - -			Dougher - - -		
Drumnakelly - - -			Drumnamoe - - -		
Kilvergan - - -	- ditto -	Carrowbrack.	Knocknashane - - -	- ditto -	Montiaghs.
Kinnegoe - - -			Legaghory - - -		
Knockramer - - -			Lurgan - - -		
Silverwood - - -			Monbrief - - -		
Tannaghmore, West			Shankill - - -		
Tarmoyra - - -			Tannaghmore, South		
			Taghnevan - - -		
Ballydonaghy - - -			Tirsogue - - -		
Ballygargan - - -			Toberhewny - - -		
Ballyhannon - - -			Tullygally - - -		
Ballymacrandal - - -	- ditto -	Drumcree	Ardmore - - -	- ditto -	Portadown
Ballynaghy - - -			Ballynery - - -		
Breagh - - -			Derryadd - - -		
Carriek - - -			Derrycor - - -		
Drumlisnagrilly - - -			Derryinver - - -		
Drumnacanny - - -			Derryloste - - -		
Edenderry - - -			Derrymacash - - -		
Hacknahay - - -			Derrytagh, North - - -		
Killycomain - - -			Derrytagh, South - - -		
Knock - - -			Derrytrasna - - -		
Knocknamuckly - - -	- ditto -	Kernan.	Annagh - - -	- ditto -	Tartaragh
Levaghery - - -			Artabrackagh - - -		
			Ballyoran - - -		
Ballynagowan - - -			Ballyworkan - - -		
Clonamola - - -			Baltylum - - -		
Corbracky - - -			Clownagh - - -		
Cornalack - - -			Corcrair - - -		
Derryall - - -			Corcullentragh-beg - - -		
Derryanvil - - -			Corcullentragh-more - - -		
Derrybrughas - - -			Drumnakelly - - -		
Derrycaw - - -	- ditto -	Kernan.	Drumnasoo - - -	- ditto -	Tartaragh
Derrycurry - - -			Garvaghy - - -		
Derrykerran - - -			Kilmoriarty - - -		
Derrymacfall - - -			Maghon - - -		
Derrymatry - - -			Mullantine - - -		
Derryneskan - - -			Selshion - - -		
Derryvane - - -			Tavanagh - - -		
Drumcree - - -			Ballynarry - - -		
Drumgoose - - -			Breagh - - -		
Drummenagh - - -			Cloncarrish - - -		
Foy-beg - - -	- ditto -	Kernan.	Cloncore - - -	- ditto -	Tartaragh
Foy-more - - -			Clonmakate - - -		
Kilmagamish - - -			Clontylew - - -		
Muckery - - -			Derrinraw - - -		
			Derryaugh - - -		
Ballynacor - - -			Derrycaw - - -		
Balteagh - - -			Derrykeeran - - -		
Bocombra - - -			Derrykeevan - - -		
Carn - - -			Derrylard - - -		
Clanrolla - - -			Derrylileagh - - -		
Crossmacahilly - - -	- ditto -	Kernan.	Maghery - - -	- ditto -	Tartaragh
Derryvore - - -			Tarthlogue - - -		
Drumgask - - -					
Drumgor - - -					
Drumnagoon - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
LURGAN—continued.			LURGAN—continued.			
Clanrolla - - -	Armagh -	Cornakinnegar.	Ballydugan - - -	Down - - -	Tullylish.	
Cornakinnegar - - -			Ballymacanallen - - -			
Drumnykerne - - -			Ballynagarrick - - -			
Killaghy - - -			Bleary - - -			
Liscorran - - -			Clare - - -			
Lurgantarry - - -			Annaghanoon - - -	- ditto - - -	Waringstown.	
Tannaghmore, North			Banoge - - -			
Tullydagan - - -			Corcreeny - - -			
Tullyronnelly - - -			Cornreany - - -			
Clankilvoragh - - -			Magherana - - -			
Derrylishnavil - - -	Tullyherron - - -					
Donagreagh - - -						
Kiltmore - - -	Down - - -					
Ballykeel - - -	- ditto - - -	Ballyleny.	MACROOM:			
Ballyleny - - -			Beheena - - -	All the Town- lands in this Union are in the County of Cork.	- - - -	Aghinagh.
Ballymacanally - - -			Cappanagraun - - -			
Clogher - - -			Carrigathou - - -			
Drumlin - - -			Carrigadrohid - - -			
Drumnabreeze - - -			Caum - - -			
Drumnaferry - - -			Coolalta - - -			
Gregorlough - - -			Coolkisha - - -			
Kilfullert - - -			Coolnagearagh - - -			
Kircassock - - -			Curraghanearla - - -			
Lismaine - - -	Drombeg - - -					
Lisnashanker - - -	Inchaleagh - - -	- - - -	- - - -	Aglish.		
Lisnasure - - -	Knockacroghera - - -					
Tullynacross - - -	Knockeenacuttin - - -					
Annaghmakeonan - - -	Shanakill - - -					
Ballygunaghan - - -	Shanavagha - - -					
Ballynabragget - - -	Aglish - - -					
Donaghcloney - - -	Ballineadig - - -					
Lurgantamry - - -	Cronody - - -					
Monree - - -	Currahaly - - -					
Moygannon - - -	Farran - - -					
Tullycarn - - -	Fergus - - -	- - - -	- - - -	Aglish.		
Ballylough - - -	Fergus - - -					
Ballymacateer - - -	Farranavarra - - -					
Ballymacbredan - - -	Knocknagoul - - -					
Ballymakeonan - - -	Roovesmore - - -					
Ballymagin - - -	Cappanaminna - - -					
Ballymacmaine - - -	Carrig - - -					
Ballynadrone - - -	Carrigbaun - - -					
Drum and Drumcro - - -	Carrignadoura - - -					
Edenballycoggill - - -	Coondorragha - - -					
Taughrane - - -	Currah - - -	- - - -	- - - -	Bealanageary.		
Tullyanaghan - - -	Derreenabourky - - -					
Ballymacbrennan - - -	Derreenclodig - - -					
Edenmore - - -	Derreenlunnig - - -					
Feney - - -	Dromanallig - - -					
Gartross - - -	Gortafludig - - -					
Taughlumny - - -	Gorteenakilla - - -					
Aughnafosker - - -	Gortnaloughbra - - -					
Aughnadrumman - - -	Gurteenflugh - - -					
Ballycanal - - -	Gurteenowen - - -					
Ballymagaraghan - - -	Keamcorravooly - - -	- - - -	- - - -	Candroma.		
Balloonigan - - -	Kiltmore - - -					
Ballyknock - - -	Lackabaun - - -					
Ballygowan - - -	Lyrenageeha - - -					
Bottier - - -	Maulmore - - -					
Carnalbanagh, East	Rossalougha - - -					
Carnalbanagh, West	Scrahanmore - - -					
Clare - - -	Tooreenlahard - - -					
Derrydrummult - - -	Agliacunna - - -					
Drumbane - - -	Caherdaha - - -					
Gortnamony - - -	Candroma - - -					
Kilminioge - - -	Cloontycarthy - - -					
Legmore - - -	Cools - - -					
Lurganville - - -	Derreennacarton - - -					
Magherahinch - - -	Derrintogher - - -					
Risk - - -						
Tullyloob - - -						
Tullyard - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MACROOM—continued.	All the Town- lands in this Union are in the County of Cork.		MACROOM—continued.	All the Town- lands in this Union are in the County of Cork.	
Englishgarden - - -	}	Candroma.	Cloheena - - -	}	Derryfineen.
Gortanaddan - - -			Derragh - - -		
Lisboybeg - - -			Derryfineen - - -		
Lisboy more - - -			Gortnabinna - - -		
Kilmakaroge - - -			Gortanimill - - -		
Knocksaharn - - -			Lackbeg - - -		
			Lackmore - - -		
Bawnatemple - - -			Rahoonagh, East - - -		
Classes - - -			Rahoonagh, West - - -		
Cooldrum - - -			Reananerree - - -		
Coolnacarriga - - -	}	Cannaway.	Bardinch - - -	}	Gortnatubbrid.
Coolnashamroge - - -			Cahercarney - - -		
Coolnasoon - - -			Coolavoher - - -		
Killinardrish - - -			Coolierher - - -		
Knockavullig - - -			Coolea - - -		
Lehenagh - - -			Coumaclovane - - -		
Loughleigh - - -			Derree - - -		
Mahallagh - - -			Derreenaculling - - -		
Monallig - - -			Derrylahan - - -		
Nettleville Demesne - - -			Fuhiry - - -		
Rathonoane - - -	}	Cleanrath.	Glebe - - -		
Roovesbeg - - -			Gortanacra - - -		
Shandangan, East - - -			Gortnafunshion - - -		
Shandangan, West - - -			Gortnagross - - -		
			Gortnascarty - - -		
Augeris - - -			Gortnatubbrid - - -		
Cahermacaha - - -			Gortyrahilly - - -		
Cleanrath, North - - -			Lumnaghbeg - - -		
Cleanrath, South - - -			Lumnaghmore - - -		
Coomlibane - - -			Murnaghbeg - - -		
Derrineanig - - -	}	Clondrohid.	Rath, East - - -	}	Gowlane.
Derryvaleen - - -			Rath, West - - -		
Gortnamona - - -			Reanabobul - - -		
Milmorane - - -			Serahanagown - - -		
Rathgaskig - - -			Shanacloon - - -		
Silvergrove - - -			Togher - - -		
Turnaspidogy - - -					
			Balygirriha - - -		
Ardnacrusby - - -			Ballyhennessy - - -		
Ballymacorcóran - - -			Ballyvodane - - -		
Cabragh - - -	}	Clonmoyle.	Bunkilla - - -		Greenville.
Caherkeegane - - -			Commeenaplaw - - -		
Carriganimmy - - -			Coolmona - - -		
Carrigonirtane - - -			Fornaght - - -		
Clashmaguire - - -			Garraunredmond - - -		
Clonfadda - - -			Gowlane, North - - -		
Curraleigh - - -			Gowlane, South - - -		
Derryleigh - - -			Knockyrourke - - -		
Garranagappul - - -			Lackabane - - -		
Garraneycarney - - -			Meenahony - - -		
Glantane, East - - -	}	Clonmoyle.	Monavanshere - - -	}	Inchigeelagh.
Glantane, West - - -			Rathcoola, East - - -		
Glebe - - -			Rathcoola, West - - -		
Glananarig - - -			Scarteen - - -		
Gortavraner - - -					
Gortnagishagh - - -			Clearagh - - -		
Gortnalicky - - -			Dunmarklun - - -		
Gortnapeasty - - -			Garranereagh - - -		
Kilgobnet - - -			Greenville - - -		
Kilmountain - - -			Knockboy - - -		
Lacktify - - -	}	Clonmoyle.	Knocknaneirk - - -		
Maulnagrough - - -			Lackareagh - - -		
Mullenroe - - -			Teereeven - - -		
Seronagare - - -					
			Carrleigh - - -		
Aghavrin - - -			Carrignaneelagh - - -		
Clonmoyle, East - - -			Cloonshearbeg - - -		
Clonmoyle, West - - -			Cloonshearmore - - -		
Coolineagh - - -			Cooleen - - -		
Dromatimore - - -			Coolnacranagh - - -		
Gortacrogghig - - -	}	Clonmoyle.	Derreen - - -	}	Inchigeelagh.
Leakaneen - - -			Derryvane - - -		
Peake - - -					
Woodfield - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>MACROOM—continued.</i>	All the Town- lands in this Union are in the County of Cork.	Inchigeelagh.	<i>MACROOM—continued.</i>	All the Town- lands in this Union are in the County of Cork.	Kilnamartery.
Dromcarra, North			Lissacresig		
Dromcarra, South			Parkanillane		
Glasheen			Prohus		
Glebe			Raleigh, North		
Gortaveer			Raleigh, South		
Gortsmoorane			Shanvallyshane		
Graigue					
Inchigeelagh			Annahala Bog		
Inchinaneave			Annahala, East		
Inchineill			Annahala, West		
Kilbarry			Farranavarrigane		
Milleen			Gearagh, East		
Rossmore			Gearagh, West		
Teergay			Inchinashingane		
			Inchisine		
Aughinida		Kilberriher.	Kilnarovanagh		Macloneigh.
Ballynagree, East			Toomsbeg		
Ballynagree, West			Tooms, East		
Ballyvongane			Tooms, West		
Caherbaroul					
Carrigagulla			Ballyveerane		
Carriganish			Bealick		
Carrigthomas			Carriganine		
Clonavrick			Codrum		
Coolgariff			Coolcour		
Curraghawaddra			Coolyhan		
Deelish			Dromduff		
Derryroe			Gortyleahy		
Dooneens			Gorteenroe		
Dromacullen			Kill		
Kilberriher			Kilnagurteen		Macroom.
Knockglass			Lackaduff		
Lacknahaghny			Maghereen		
Laharankeal			Rockborough		
Leadawillin			Sleeven, East		
Lyroe			Sleeven, West		
Rusheen			Teerbeg		
			Tullatreada		
			Ummara		
Ballycunningham		Kilcullen.	Carhoo, Lower		
Ballykerwick			Carhoo, Upper		
Barrabaurin			Carrignamuck		
Coolicka			Clonteadbeg		
Derry			Clonteadmore		
Kilcullen, North			Coolacullig		
Kilcullen, South			Derreen		
Killeenleigh			Deeshart		
Kilmartin, Lower			Glebe		
Kilmartin, Upper			Kilcolman		
Knockanare			Kilgobnet		Magourney.
Monataggart			Knockanenagark		
			Knockaneowen		
Ballyvoge			Leemount		
Brehaun			Meeshal		
Carrigaphooca			Monareagh		
Carrignamaddry			Nadrid		
Caherkereen			Oldcastle		
Clonclud			Rockgrove		
Coolacresig			Tulligbeg		
Coolcaum			Tulligmore		
Curra		Kilnamartery.	Ballytrasna		Mashanaglass.
Curraheen			Carrigdarrery		
Dromagarry			Coolacareen		
Dromonig			Coolacoosane		
Dromreague			Curragh		
Dundareirke			Duisky		
Glebe			Lackavunaknick		
Inchibrackane			Mashanaglass		
Inchinahoury			Rosnascaip		
Inchinlinane					
Killaclog					
Knockroe					
Kylefinchin					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MACROOM—continued.	All the Town-		MAGHERAFELT:	All the Town-	
Annagannihy - - -	lands in this		Ballymoghanebeg - - -	lands in this	
Glenaglogh, North - - -	Union are in		Ballymoghane-more - - -	Union are in	
Glenaglogh, South - - -	the County of		Coolshinny - - -	the County of	
Knocknagoun - - -	Cork.		Dunarnon - - -	Londonderry.	
Knockrour - - -	- - -	Mountrivers.	Killyfaddy - - -	- - -	
Mountrivers - - -	- - -		Megargy - - -	- - -	
Oughtihery - - -	- - -		Ballycomlary - - -	- - -	
Rylane - - -	- - -		Ballymuckleheany - - -	- - -	Ballymoghane
Bawnmore - - -	- - -		Dunronan - - -	- - -	
Cackanode - - -	- - -		Gortagilly - - -	- - -	
Caherbirrane - - -	- - -		Moymucklemurry - - -	- - -	
Coolacoosane - - -	- - -		Tamnadoey - - -	- - -	
Coolaniddane - - -	- - -		Killyboggan - - -	- - -	
Cusloura - - -	- - -		Roshure - - -	- - -	
Dromree - - -	- - -		Aughrim - - -	- - -	
Kilboultragh - - -	- - -	Rahalisk.	Ballymulderg-beg - - -	- - -	
Kilpatrick - - -	- - -		Ballymulderg-more - - -	- - -	
Knocknagappul - - -	- - -		Ballynagarve - - -	- - -	Ballyronan.
Knockraheen - - -	- - -		Ballyronanmore - - -	- - -	
Lackaduv - - -	- - -		Carraloan - - -	- - -	
Maulnahorna - - -	- - -		Drummenagh - - -	- - -	
Monanflugh - - -	- - -		Lisnamorrow - - -	- - -	
Rahalisk - - -	- - -		Bancran Glebe - - -	- - -	
Serahanard - - -	- - -		Brackagh - - -	- - -	
Cappagh, East - - -	- - -		Cloughfin - - -	- - -	
Cappagh, West - - -	- - -		Corick - - -	- - -	
Coomnaclohy - - -	- - -		Disert - - -	- - -	
Coomnagire - - -	- - -		Doon - - -	- - -	Bancran.
Derreenaling - - -	- - -		Glengomna - - -	- - -	
Derrynasaggart - - -	- - -	Slieveveagh.	Labby - - -	- - -	
Flats - - -	- - -		Straw - - -	- - -	
Inchamore - - -	- - -		Straw Mountain - - -	- - -	
Killeen - - -	- - -		Strawmore - - -	- - -	
Milleeny - - -	- - -		Tonaght - - -	- - -	
Slieveveagh - - -	- - -		Ballydermot - - -	- - -	
Ardeen - - -	- - -		Ballymacombs-beg - - -	- - -	
Ballymakeery - - -	- - -		Ballymacombs-more - - -	- - -	
Bawnatanaknock - - -	- - -		Ballynease (Helton) - - -	- - -	
Coolavokig - - -	- - -		Ballynease (Macpeake) - - -	- - -	
Coolnacaheragh - - -	- - -		Ballynease (Strain) - - -	- - -	
Dangansallagh - - -	- - -		Ballycullion, West - - -	- - -	
Glendav - - -	- - -	Ullanes.	Drumanee, Lower - - -	- - -	
Knockanure - - -	- - -		Drumanee, Upper - - -	- - -	
Labbadermody - - -	- - -		Edenreagh - - -	- - -	Bellaghy.
Lackaneen - - -	- - -		Glebe, East - - -	- - -	
Liscarrigane - - -	- - -		Glebe, West - - -	- - -	
Toonlane - - -	- - -		Killyberry - - -	- - -	
Ullanes, East - - -	- - -		Killyberry (Boyd) - - -	- - -	
Ullanes, West - - -	- - -		Killyberry (Downing) - - -	- - -	
Ardragh - - -	- - -		Mullaghboy - - -	- - -	
Ballymichael - - -	- - -		Oldtown Deerpark - - -	- - -	
Clodagh - - -	- - -		Oldtown Downing - - -	- - -	
Cloghmacow - - -	- - -		Tamlaghtduff - - -	- - -	
Coolduff - - -	- - -		Church Island - - -	- - -	
Crossmahon - - -	- - -		Carmean - - -	- - -	
Curraheha - - -	- - -		Carndaisy - - -	- - -	
Curraclough - - -	- - -	Warrencourt.	Lisabanagh - - -	- - -	
Glannarouge, West - - -	- - -		Quilly - - -	- - -	
Glannarouge, East - - -	- - -		Tullynagee - - -	- - -	
Kilbarry - - -	- - -		Brackagh Slieve Gallion - - -	- - -	Brackagh
Knockacareigh - - -	- - -		Carncoose - - -	- - -	Slieve Gal
Laghtneill - - -	- - -		Cranny - - -	- - -	
Lissardagh - - -	- - -		Durnascalloon - - -	- - -	
Poularick - - -	- - -		Gortanewry - - -	- - -	
			Lecumpher - - -	- - -	
			Tirgan - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MAGHERAFELT—continued.	All the Town- lands in this Union are in the County of Londonderry.		MAGHERAFELT—continued.	All the Town- lands in this Union are in the County of Londonderry.	
Ballynure - - -	- - -	Carnamoney.	Cloughfin - - -	- - -	Iniscarn.
Carnamoney - - -			Coolsaragh - - -		
Cloane - - -			Gortahurk - - -		
Coolnasillagh - - -			Keenaght - - -		
Dunmurry - - -			Killynumber - - -		
Duntibryan - - -			Killytoney - - -		
Moneyguiggy - - -			Ballypriest - - -		
Bracaghreilly - - -			Brackagh - - -		
Drumconready - - -			Caneese - - -		
Kirley - - -			Clagan - - -		
Lisnamuck - - -	- - -	Castle Dawson.	Derryganard - - -	- - -	Lissan, Upper.
Moybeg-kirley - - -			Dirnan - - -		
Annaghmore - - -			Drumard - - -		
Shanemullagh - - -			Glebe - - -		
Bullymaguigan - - -			Killybaskey - - -		
Derrygarve - - -			Knockadoo - - -		
The Creagh (Etre and Otre) - - -			Letteran - - -		
Leitrim - - -			Lissan Demesne - - -		
Tammaran - - -			Mobuy - - -		
Small Island - - -			Muff - - -		
Ballymacpeake, Lower - - -	- - -	Clady.	Rossmore - - -	- - -	Maghera.
Eden - - -			Tintagh - - -		
Glenone - - -			Tullynure - - -		
Inishrush - - -			Ballymacilcurr - - -		
Moneystaghan Ellis - - -			Ballynahonebeg - - -		
Moneystaghan Macpeake - - -			Craigadick - - -		
Mullaghnamoyagh - - -			Craigmore - - -		
Tyanee - - -			Crew - - -		
Annagh and Moneysterlin - - -			Culnady - - -		
Ballymacpherson - - -	- - -	Desertmartin.	Falgortrevy - - -		
Ballynagown - - -			Grillagh - - -		
Curr - - -			Largantogher - - -		
Dromore - - -			Moneymore - - -		
Grange - - -			Tamnymartin - - -		
Knocknagin - - -			Tamnymullan - - -		
Luney - - -			Beagh Spiritual - - -		
Motalee - - -			Carriknakielt - - -		
Rosgarra - - -			Knocknakielt - - -		
Stranagard - - -	- - -	Draperstown.	Mullagh - - -		
Curran - - -			Aghagaskin - - -	- - -	Magherafelt.
Toberhead - - -			Ballyheifer - - -		
Glenmaquill - - -			Ballynocker - - -		
Cahore - - -			Dunamoney - - -		
Derrynoyd - - -			Drumrainey - - -		
Drumard - - -			Glebe - - -		
Drumderg - - -			Killyneese - - -		
Dunlogan - - -			Leckagh - - -		
Finglen - - -			Magherafelt (Townparks) - - -		
Glebe - - -	- - -	Gulladuff.	Mullaghboy - - -		
Gortnaskey - - -			Polepatrick - - -		
Moneyneany - - -			Tamnadeese - - -		
Moydamlaght - - -			Tullylinkisay - - -		
Moyheeland - - -			Annahavil - - -	- - -	Moneyhaw.
Moykeeran - - -			Moneyhaw - - -		
Mulnavoo - - -			Annahavil - - -		
Ballynacross - - -			Ballyforlea - - -		
Curragh - - -			Ballyloughan - - -		
Dreenan - - -			Cloghog - - -		
Drummuck - - -			Derryerummy - - -		
Gulladuff - - -			Drumrot - - -		
Moyagall - - -			Dunman - - -		
Slaghty boggy - - -	- - -	Iniscarn.	Killybearn - - -		
Boveagh - - -			Tamlaghtmore - - -		
Cullion - - -			Terressan - - -		
Iniscarn - - -			Tullyboy - - -		
Longfield - - -			Ballyforlea - - -		
Brackaghlislea - - -			Drumrot - - -		
			Dunnabraggy - - -		
			Lismoney - - -		
			Moneyhaw - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MAGHERAFELT—continued.	All the Town-lands in this Union are in the County of Londonderry.		MAGHERAFELT—continued.	All the Town-lands in this Union are in the County of Londonderry.	
Ballymully - - -			Ballyeglish - - -		
Carrydarragh - - -			Ballygurb - - -		
Crossnarea - - -			Ballymulligan - - -		
Feenan-beg - - -			Ballyneill-beg - - -		
Feenan-more - - -			Ballyneill-more - - -		
Larrycormick - - -			Ballynenagh - - -		The Loop.
Magherascullion - - -			Ballyriff - - -		
Money more - - -	- - -	Money more.	Ballyrogully - - -		
Coltrim - - -			Maghadone - - -		
Drummeen - - -			Ballygurb - - -		
Drummeen (Drapers) - - -					
Turnaface - - -			Cavanreagh - - -		
Ballygruby - - -			Glenviggan - - -		
Doluskey - - -			Moneyconey - - -		
Money more - - -			Moyard - - -		The Six Towns.
			Owenreagh - - -		
			Tullybrick - - -		
Broagh - - -					
Cabragh - - -			Ballinderry - - -		
Derganagh - - -			Calmore - - -		
Lemnaroy - - -			Clooney - - -		
Lurganagooose - - -	- - -	Rocktown.	Drumballyhagan - - -		
Ballymacpeake, Upper - - -			Drumballyhagan Clark - - -		
Drumard - - -			Drumerow - - -		
Drumlaph - - -			Drumsamney - - -		
Rocktown - - -			Gortamney - - -		Tobermore.
			Granny - - -		
			Moneyshanere - - -		
Druminard - - -			Mormeal - - -		
Ballygillen-beg - - -			Moyesset - - -		
Ballygillen-more - - -			Tamnyaskey - - -		
Ardagh - - -			Tobermore - - -		
Ballinderry - - -			Tullyroan - - -		
Ballydonnell - - -	- - -	Salterstown.	Ballynahonemore - - -		
Ballylifford - - -					
Ballymultrea - - -			Fallagloon - - -		
Ballyronanbeg - - -			Ballyknock - - -		
Belagherty - - -			Carrowmenagh - - -		
Killymuck - - -			Fallylea - - -		
			Glebe - - -		
			Gortinure - - -		
Ballindrum - - -			Halfgayne - - -		
Ballydawley, alias Crosspatrick - - -			Slaghtneill - - -		
Ballynewy - - -			Tirkane - - -		
Mawillian - - -			Tirnony - - -		
Tralee - - -			Tullykeeran - - -		
Ballydawley - - -			Tullykeeran Mountain - - -		
Ballygonny-beg - - -	- - -	Springhill.			
Ballygonny-more - - -			MALLOW:	All the Town-lands in this Union are in the County of Cork.	
Ballymoyle - - -			Ardskeagh - - -		
Rusky, Lower - - -			Ballyhay - - -		
Rusky, Upper - - -			Ballylopen - - -		
Tamlaght - - -			Ballylopen - - -		
Ballygonny-beg - - -			Ballynaboola - - -		
Ballygonny-more - - -			Ballynaboola, West - - -		
Drummullan - - -			Cooleen - - -		Ardskeagh.
			Garrane - - -		
			Newtown - - -		
Beagh Temporal - - -			Pruntus - - -		
Culnagrew - - -			Rathglassane - - -		
Knockoneill - - -			Sorrell - - -		
Swatragh - - -					
Dunglady - - -			Ballinookery - - -		
Gorteade - - -			Ballynafeaha - - -		
Keady - - -			Ballythomas - - -		
Macknagh - - -	- - -	Swatragh.	Coolnamagh - - -		
Tirnageeragh - - -			Curraghalehane - - -		
Tirgarvil - - -			Dromdowney - - -		
Upper Land - - -			Dromdowney, Lower - - -		
Corlacky - - -			Dromdowney, Upper - - -		Ballyclogh.
Granaghan - - -			Dromrastil - - -		
Moneysharvan - - -			Firville, West - - -		
Tirhugh - - -			Gearanaskagh - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MALLOW— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.		MALLOW— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Ardadam - - -			Carrigeleenamore - - -		
Ballyandrew - - -			Clyda - - -		
Ballydineen - - -			Clydville - - -		
Ballydineen - - -			Creggane - - -		
Ballyellis - - -			Curraghbower - - -		
Ballyshane - - -			Derrygowna - - -		
Byblox - - -			Dromahane - - -		
Brough - - -			Dromaneen - - -		
Carkerbeg - - -			Dromore - - -		
Carrigeen - - -			Dromore, North - - -		
Cloonbane - - -			Dromore, South - - -		
Cornahinch - - -			Drompeesh - - -		
Croaghnacree - - -			Esk, North - - -		
Demesne - - -			Esk, South - - -		
Doneraile - - -	- - -	Doneraile.	Garrane - - -		
Horseclose - - -			Glandine - - -		
Kilvickanease - - -			Glanminnane - - -		
Knockacur - - -			Glannabaree, East - - -		
Knockbrack - - -			Glannabaree, West - - -		
Lisnagrough - - -			Glannoge - - -		
Newtown - - -			Glantane - - -		
Oldcourt - - -			Glashaboy, East - - -		
Richardstown - - -			Glashaboy, West - - -		
Rossaghroe - - -			Glenaknockane - - -		
Rossagh, East - - -			Gneeves - - -		
Rossagh, West - - -			Gortavoher - - -	- - -	Kilshannig.
Skaghardgannon - - -			Gortmolire - - -		
Sycamore - - -			Gortroe - - -		
			Kilcolman - - -		
			Kilgobnet - - -		
Ballindillanig - - -			Kilpadder, North - - -		
Ballyhoura - - -			Kilpadder, South - - -		
Ballynageragh - - -			Kilvealaton, East - - -		
Ballinvonear - - -			Kilvealaton, West - - -		
Dromin - - -			Knockavaddra - - -		
Imphrick - - -			Knockdrislagh - - -		
Inchnagree - - -	- - -	Imphrick.	Knockansweeny - - -		
Kilcolman, East - - -			Knocknamona - - -		
Kilcolman, Middle - - -			Lackaneen - - -		
Kilcolman, West - - -			Lackendarragh - - -		
Lisballyhay - - -			Laharan - - -		
Loughlea - - -			Lombardstown - - -		
Shinanagh - - -			Mohereen - - -		
			Monanveel - - -		
Ballyclogh - - -			Mounthillary - - -		
Ballykitt - - -			Newberry - - -		
Blossomfort - - -			Nursetownbeg - - -		
Copsetown - - -			Nursetownmore - - -		
Croughta - - -			Skarragh - - -		
Curraghreen - - -			Smithfield - - -		
Derryorgan - - -			Shanavoher - - -		
Grange, East - - -	- - -	Kilmaclenine.			
Grange, West - - -			Altamira - - -		
Kilmaclenine - - -			Coolbane - - -		
Knockannavaddreen - - -			Coolbane - - -		
Lisleagh - - -			Garragort - - -		
Rathnee - - -			Knockardbane - - -		
Scart - - -			Knockbarry - - -		
Tullacondra - - -					
			Lackaroe - - -	- - -	Liscarroll.
			Lackeen - - -		
			Liscarroll - - -		
Aldworth - - -			Moyge - - -		
Ballyboght - - -			Rockspring - - -		
Ballyboneill - - -			Rossnanarney - - -		
Ballynoe - - -			Sallypark - - -		
Ballysimon - - -					
Beenalaght - - -					
Beennamweel, East - - -	- ditto -	Kilshannig.	Annabella - - -		
Beennamweel, West - - -			Ashgrove - - -		
Boola - - -			Ballydahin - - -	- - -	Mallow.
Brittas - - -			Ballyellis - - -		
Caheraveelane - - -			Ballygarrett - - -		
Carrigeleenabeg - - -					

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UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORA DIVISION
MANORHAMILTON—cont ^d .	All the Town-lands in this Union are in the County of Leitrim.		MANORHAMILTON—cont ^d .	All the Town-lands in this Union are in the County of Leitrim.	
Carrigeen - - -	- - -	Killannummery.	Acres - - -	- - -	
Carrowcrin - - -	- - -		Alteen - - -	- - -	
Cleighran - - -	- - -		Alteen Acres Glebe - - -	- - -	
Corglancy - - -	- - -		Canbeg - - -	- - -	
Derrybrisk - - -	- - -		Corraweehil Glebe - - -	- - -	
Dromore - - -	- - -		Cavan - - -	- - -	
Drumduff - - -	- - -		Coollegreane - - -	- - -	
Drumrane - - -	- - -		Corchull, Upper - - -	- - -	
Greaghnafarna - - -	- - -		Corcormick - - -	- - -	
Kilannummery - - -	- - -		Corderry - - -	- - -	
Mullaghdoe - - -	- - -		Corry - - -	- - -	
Rathbaun - - -	- - -		Derrintawy Glebe - - -	- - -	
Sracummer - - -	- - -		Derrinvoney, Lower - - -	- - -	
Tullynascreen - - -	- - -		Derrinvoney, Upper - - -	- - -	
			Derrinwillin Glebe - - -	- - -	
Altavra - - -	- - -		Derrylustia - - -	- - -	
Aughrim - - -	- - -		Derryvalannagher Glebe - - -	- - -	
Barlear - - -	- - -		Doolargy Glebe - - -	- - -	
Boleybrack - - -	- - -		Drumbrahade - - -	- - -	
Dergvone - - -	- - -		Fingreagh, Lower - - -	- - -	
Derrintawny - - -	- - -		Fingreagh, Upper - - -	- - -	
Gowlaun - - -	- - -		Geaglom - - -	- - -	
Greaghnagon - - -	- - -		Gortnasillagh, East - - -	- - -	
Killooman - - -	- - -	Killarga.	Greaghnaglogh - - -	- - -	
Knockacullion - - -	- - -		Killadiskert - - -	- - -	
Lackagh - - -	- - -		Kilnagarns, Lower - - -	- - -	
Lisnagowan - - -	- - -		Kilnagarns, Upper - - -	- - -	
Tawnahoney - - -	- - -		Kiltyfeenaghty Glebe - - -	- - -	
Tawnylea - - -	- - -		Lisnacoghill - - -	- - -	
Tonlegee - - -	- - -		Lisnanaw - - -	- - -	
Tullinwannia - - -	- - -		Lisnanorris - - -	- - -	
Tullynaecross - - -	- - -		Mahanagh - - -	- - -	
Tullynamoyle - - -	- - -		Ross - - -	- - -	
			Rossmore - - -	- - -	
Aghavanny - - -	- - -		Shass - - -	- - -	
Boleyboy - - -	- - -		Tullaghans - - -	- - -	
Carraun - - -	- - -		Tullintowell - - -	- - -	
Cashelaveela - - -	- - -		Tullyclevaun - - -	- - -	
Cherrybrook - - -	- - -		Tullynaroo - - -	- - -	
Corrackloona - - -	- - -		Ummerra - - -	- - -	
Glenkeel - - -	- - -	Kiltyclogher.			
Killea - - -	- - -		Amorset - - -	- - -	
Kiltyclogher - - -	- - -		Brackarybeg - - -	- - -	
Lugasnaghta - - -	- - -		Brackarymore - - -	- - -	
Sraduffy - - -	- - -		Carrickleitrim - - -	- - -	
Tullintaggart - - -	- - -		Cartonatemple - - -	- - -	
Tullintloy - - -	- - -		Cloonclare - - -	- - -	
			Clooneen - - -	- - -	
Ballyglass - - -	- - -		Cornaneane - - -	- - -	
Ballynaboll - - -	- - -		Cornastank - - -	- - -	
Barrack Park - - -	- - -		Curraghfore - - -	- - -	
Castletown - - -	- - -		Curraghfore - - -	- - -	
Cloonaquin - - -	- - -		Deerpark - - -	- - -	
Cloonlogher - - -	- - -		Donaghbeg - - -	- - -	
Fivepoundland - - -	- - -		Donaghmore - - -	- - -	
Gortganigan - - -	- - -		Faughary - - -	- - -	
Gortnaskeagh - - -	- - -		Kilroosk - - -	- - -	
Gortinar - - -	- - -		Lisnabrack - - -	- - -	
Killenna Glebe - - -	- - -		Manorhamilton - - -	- - -	
Killymeehin - - -	- - -		Mullanyduffy - - -	- - -	
Kinnara Glebe - - -	- - -	Lurganboy.	Ramoonery - - -	- - -	
Largantemple - - -	- - -		Ross - - -	- - -	
Milltown - - -	- - -		Skreeny - - -	- - -	
Morerah - - -	- - -		Skreeny - - -	- - -	
Mountainthird - - -	- - -		Skreeny, Little - - -	- - -	
Nure - - -	- - -		Tawnymanus - - -	- - -	
Pollboy - - -	- - -		Tawnyfeacle - - -	- - -	
Pounhill - - -	- - -		Tuckmill Park - - -	- - -	
Shauncurragh - - -	- - -		Tullyskeherny - - -	- - -	
Shanvans - - -	- - -				
Srabrick - - -	- - -		Barrs, East - - -	- - -	
Tawnymoyle - - -	- - -		Barrs, West - - -	- - -	
Tullynasharragh - - -	- - -		Blackmountain - - -	- - -	
Twigspark - - -	- - -		Carrigeengean - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NORHAMPTON—cont ^d .	All the Town- lands in this Union are in the County of Leitrim.		MIDLETON:	All the Town- lands in this Union are in the County of Cork.	
ornacloy - - -			Ballyandreen - - -		
ornavannoge - - -			Ballycatoo - - -		
ullentragh - - -			Ballycrenane - - -		
ilmukerril - - -			Ballycroneen, East - - -		
issinagroagh - - -			Ballycroneen, West - - -		
oughaphonta - - -			Ballydavid - - -		
oughaphonta Barr - - -			Ballyknock - - -		
ughawnagh - - -		Munakill.	Ballylanders - - -		
loneenageer - - -			Ballymacotter - - -		
ullaun - - -			Ballyonane - - -		
unakill - - -			Ballyregan - - -		
radrine - - -			Ballyrobin, North - - -		
awnylust - - -			Ballyrobin, South - - -		
awnylust Barr - - -			Ballyroe - - -		Ballintemple.
awnylust Barr, Upper - - -			Ballywilliam - - -		
awnyunshinagh - - -			Churchtown - - -		
			Dooneenmacotter - - -		
anagher - - -			Glebe - - -		
arrikanurroo - - -			Kilbarraree - - -		
arriekfad - - -			Kilmacahill - - -		
artron - - -			Lickane - - -		
onray - - -			Maytown - - -		
ornalaghta - - -			Tullagh - - -		
orrycullen - - -			Tullagh - - -		
urraghan - - -			Tullagh - - -		
oonkelly - - -			Sunville - - -		
oonmorgan - - -					
aslowart - - -		Sramore.	Ardnahinch - - -		
awnarry - - -			Ballingarrane - - -		
awnlion - - -			Ballingarrane - - -		
leneige - - -			Bullybraher - - -		
ilmore - - -			Bullybraher - - -		
leckaun - - -			Bullybraher - - -		
eean - - -			Ballybane - - -		
ugalustran - - -			Ballycottin - - -		
lagurk - - -			Ballycottin Island - - -		
loneyduff - - -			Ballycottin Island (Small) - - -		Ballycottin.
ubbal - - -			Ballylongane - - -		
ramore - - -			Ballygeany - - -		
omrud - - -			Ballynamona - - -		
			Ballytrasna - - -		
ghamore - - -			Carrigkilter - - -		
rdlougher - - -			Kilderrig - - -		
ltiquin - - -			Monagurra - - -		
undiveen - - -			Shanagarry - - -		
artronbeg - - -			Shanagarry, North - - -		
orglass - - -			Shanagarry, South - - -		
orry Island - - -			Rooskagh - - -		
urraghs, North - - -					
urraghs, South - - -			Ballyspillane, East - - -		
Derrynahinch - - -			Ballyspillane, West - - -		
Derrynalurgan - - -			Barnashillane - - -		
Drumanasooan - - -			Cottstown - - -		
Drummangarvagh - - -			Elfordstown - - -		
alty - - -			Glenathonacash - - -		
reaghnaslieve - - -			Gortacruce - - -		Ballyspillane.
ubbb - - -			Killeendooling - - -		
Knockarteean - - -		St. Patrick's.	Knockanemore - - -		
arga - - -			Sandyhill - - -		
ecarrow, or Strandhill - - -			Walshtownmore - - -		
iscuilew, Upper - - -			Younggrove - - -		
ugmore - - -					
loneenatieve - - -			Anngrove - - -		
loneenreave - - -			Ballinbrittig - - -		
Muilaght'adda - - -			Ballyadam - - -		
Beltannasaggart, or Corry- mountain - - -			Ballycurreen - - -		
Beltannaskeagh - - -			Ballyleary - - -		
Cawnycorragh - - -			Ballynabointra - - -		Carrigtohill.
Fents - - -			Ballyregan - - -		
Tullycorka - - -			Ballyrichardbeg - - -		
Tullymurray - - -			Ballyrichardmore - - -		
Tullyveame - - -			Barryscourt - - -		
Unshinagh - - -			Brown Island - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLAND.	COUNTY.	ELECTORAL DIVISION.
MIDDLETON—continued.	All the Town- lands in this Union are in the County of Cork.		MIDDLETON—continued.	All the Town- lands in this Union are in the County of Cork.	
Burgesland - - -			Ballynacorra, East - - -		
Carhoo - - -			Ballynacorra, West - - -		
Carrigane - - -			Bawnard, East - - -		
Carrigtohill - - -			Bawnard, West - - -		
Cloneen - - -			Ballybranagh - - -		
Clyduff - - -			Burgary - - -		
Curragh - - -			Carrigagour - - -		
Fahydorgan - - -			Carrigatogher - - -		
Foresttown - - -			Carriglusky - - -		
Garancloyne - - -			Castlemary - - -		
Garranes - - -			Commons, East - - -		
Gortagousta - - -			Commons, West - - -		
Gortnamucky - - -			Demesne - - -		
Johnstown - - -			Gearagh - - -		
Kilcurfin Glebe - - -			Innygraga - - -		
Killacloyne - - -		Carrigtohill.	Kilballycurrane - - -		
Killacloyne - - -			Kilboy - - -		
Killahora - - -			Kilerone - - -		
Labáun - - -			Kilgrellane - - -		
Lackenbehy - - -			Killinagh - - -		Cloyne.
Longstown - - -			Kilva - - -		
Lysaghtstown - - -			Knockacrump - - -		
Poulaniska - - -			Knockasturkeen - - -		
Rossmore - - -			Knockasturkeen - - -		
Springhill - - -			Knockgorm - - -		
Terry'sland - - -			Knockgorm - - -		
Tibbotstown - - -			Knocknamadderee - - -		
Tullagreen - - -			Lissanly - - -		
Waterrock - - -			Loughatalia - - -		
Woodstock - - -			Malapardas - - -		
One Island - - -			Monearaniska - - -		
			Scarriff - - -		
Attiquin - - -			Scartlea, Upper - - -		
Ballintotis - - -			Sculleen - - -		
Ballycrenanebeg - - -			Sheanliss - - -		
Ballynametagh - - -			Spital - - -		
Ballynascarty - - -			Teadbeg - - -		
Caherultan - - -			Teadmore - - -		
Castlemartyr - - -			Townparks - - -		
Castlemartyr - - -					
Curragrine - - -			Aghada - - -		
Dromaddamore - - -			Ardnabourkey - - -		
Dromsarane - - -			Ballincarroonig - - -		
Farrantrenchard - - -			Ballyhook - - -		
Garryoughtragh, North - - -			Ballyknock - - -		
Garryoughtragh, South - - -		Castlemartyr.	Ballynookery - - -		
Glennageare, East - - -			Ballytigueen - - -		
Glennageare, West - - -			Ballyvaloon - - -		
Gortstoke - - -			Carlislefort - - -		Corkbeg.
Grange - - -			Corkbeg - - -		
Gurteenina - - -			Curragh - - -		
Gurteenina - - -			Finure - - -		
Kilbree - - -			Glanagow - - -		
Killamucky - - -			Glenbradagh - - -		
Killurriga - - -			Mosestown - - -		
Kilmountain - - -			Peafield - - -		
Lismalaghlin - - -			Trabolgan - - -		
Loughaderry - - -					
Meelshane - - -			Ballyre - - -		
			Barradaw - - -		
Aughnalyra - - -			Castletown - - -		Dangan.
Ballyard - - -			Kilcounty - - -		
Ballyeightragh - - -			Knockanenakirka - - -		
Clonmult - - -		Clonmult.			
Condonstown - - -			Ballydonaghbeg - - -		
Garrylaurence - - -			Ballydonaghmore - - -		
Gurteen - - -			Ballynock - - -		
Knockavuddig - - -			Ballymartin - - -		
			Ballynacole - - -		
Aughane - - -			Ballynagaul - - -		Dungourt.
Ballydwyre - - -		Cloyne.	Bawnadoun - - -		
Barnabrow - - -			Castlequarter - - -		
Ballyfin - - -			Corbally - - -		
Ballynacorra - - -			Couragh - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MIDLETON—continued.	All the Town- lands in this Union are in the County of Cork.		MIDLETON—continued.	All the Town- lands in this Union are in the County of Cork.	
Donickmore - - -			Ballinwillin - - -		
Dungourney - - -			Ballybranagan - - -		
Glebe - - -			Ballyfin - - -		
Menaphuca - - -			Ballykenefick - - -		
Menbeg - - -		Dungourney.	Ballymacandrick - - -		
Rathcanning - - -			Ballymacandrick - - -		
Rathfootera - - -			Ballyshane - - -		
Rathorgan - - -			Ballytibbot - - -		
Sheepwalk - - -			Carrigaerump - - -		
			Carriglusky - - -		
Ballincourlea - - -			Coolbea - - -		Inch.
Ballybutler - - -			Farrannamanagh - - -		
Ballyerenane - - -			Glanturkin - - -		
Ballyhimikin - - -			Inch - - -		
Barnfield - - -			Lahard - - -		
Garryvoe, Lower - - -			Lugfree - - -		
Garryvoe, Upper - - -			Rathcuppoge - - -		
Kilcrasheen - - -		Garryvoe.	Rathcuppoge - - -		
Kilcredan - - -			Shanahee - - -		
Knockadoon (Warren) - - -			Tullaheenbeg - - -		
Monacreagh - - -			Tullaheenmore - - -		
Moanroe - - -					
Rathhaha - - -			Ballycurrany, East - - -		
Schoolgardens - - -			Ballycurrany, West - - -		
Shanavagoon - - -			Ballyleagh - - -		
			Ballynabrannagh, East - - -		
Ballindinis - - -			Ballynabrannagh, West - - -		
Ballindinis - - -			Ballynaclashy - - -		
Ballindinis - - -			Ballynaglogh - - -		
Ballyduff - - -			Ballynakilla - - -		
Ballyhonock - - -			Ballynaskeha - - -		
Ballyling - - -			Ballysallagh - - -		
Ballymaloebeg - - -			Ballyvatta - - -		
Ballymaloeamore - - -			Carrigane - - -		
Ballyrussell - - -			Clash, East - - -		
Bohillane - - -			Clash, West - - -		
Bridgefield - - -			Clash, East - - -		
Bridgetown - - -			Clash, West - - -		Lisgoold.
Carewood - - -			Condonstown - - -		
Carrigarostig - - -			Corbally, North - - -		
Castlerichard - - -			Corballybane - - -		
Clasharinka - - -			Corbally, South - - -		
Clonmaine - - -			Dooneen - - -		
Dower - - -			Glengarriffbeg - - -		
Dower - - -		Ightermurragh.	Glengarriffmore - - -		
Dromaddabeg - - -			Killeagh - - -		
Dromadda, East - - -			Knockakeen - - -		
Fortyacres - - -			Leamlara - - -		
Garrananassig - - -			Leamlara - - -		
Garrymore - - -			Lisgoold, East - - -		
Gortnahomnabeg - - -			Lisgoold, North - - -		
Gortnahomnamore - - -			Lisgoold, West - - -		
Ightermurragh - - -			Moanbann - - -		
Kilbeg - - -			Pound Quarter - - -		
Knockane - - -					
Knockane - - -			Ballintubbrid, East - - -		
Knockglass - - -			Ballintubbrid, West - - -		
Lady's Bridge - - -			Ballyannan - - -		
Lisquinlan - - -			Ballyedekin - - -		
Loughane - - -			Ballynona, South - - -		
Parknahyla - - -			Ballyriorthy - - -		
Rathcallan - - -			Ballysimon - - -		
Sléveen - - -			Ballyvodock, East - - -		
			Ballyvodock, West - - -		
Ardabeg - - -			Baneshane - - -		Midleton.
Ardamore - - -			Bilberry - - -		
Ballincurrig - - -			Broomfield, East - - -		
Ballinrostig - - -			Broomfield, West - - -		
Ballintra, East - - -		Inch.	Butlerstown - - -		
Ballintra, West - - -			Cahermone - - -		
Ballintrim - - -			Carrigeennamoe - - -		
Ballinvoher - - -			Carrigshane - - -		
Ballinvoher - - -			Castleredmond - - -		
			Churchtown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MIDDLETON— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.		MIDDLETON— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.	Templebodan
Clashduff - - -			Portavarrig - - -		
Coppingerstown - - -			Portavarrig - - -		
Dunsfort - - -			Rathcobane - - -		
Garryduff - - -			Rathcobane - - -		
Glebe - - -			Riesk - - -		
Harrisgrove - - -			Templebodan - - -		
Killeagh - - -					
Knockgriffin - - -			Acres - - -		
Knockgriffin - - -		Middleton.	Ballyedmond - - -		
Oatencake - - -			Ballyedmond, Little - - -		
Park, North - - -			Ballynacslaney - - -		
Park, South - - -			Ballynona, North - - -		
Roxborough - - -			Ballyreardon - - -		
Schoolland - - -			Ballytrasna - - -		
Stumphill - - -			Carrigogna - - -		
Townparks - - -			Curraghcondon - - -		
Whiterock - - -			Glenawillin - - -		
			Glenreagh - - -		
Annistown - - -			Knockaneshane - - -		Templenacarriga.
Ballygibbon - - -			Knocknamouragh - - -		
Ballymacoolybeg - - -			Leadinton - - -		
Ballymacoolymore - - -			Oldcourt, East - - -		
Ballyvorisheen - - -			Oldcourt, West - - -		
Carrignashinny - - -			Rathgire - - -		
Coolcap - - -			Sbanavougha - - -		
Crowbally - - -		Mogeely.	Templenacarriga, North - - -		
Deerpark - - -			Templenacarriga, South - - -		
Drominane - - -			Walshtownbeg - - -		
Garranejames - - -			Walshtownmore, East - - -		
Glenanemore - - -			Walshtownmore, West - - -		
Glenanewood - - -					
Killeennamanagh - - -			MILFORD:	All the Town- lands in this Union are in the County of Donegal.	
Kilrush - - -			Aghawoney - - -		
Mogeely - - -			Ballyarr - - -		
			Ballyarr Glebe - - -		
Ballinbeg - - -			Blackland - - -		
Ballysovane - - -			Claragh - - -		
Ballynafarsid - - -			Clooneymore - - -		
Buckstown - - -			Drumman - - -		
Crocane - - -			Gortin - - -		
Garranekinnefeake - - -			Grovehall, or Newtown Grove - - -		
Hermitage - - -			Magheradrumman - - -		Ballyarr.
Jamesbrook - - -			Moyagh - - -		
Knockanemorney - - -		Rostellan.	Moyle - - -		
Knockboghill - - -			Moylehill - - -		
Lurrig - - -			Mullagheep - - -		
Mawbrin - - -			Oghill - - -		
Rathcoursey, East - - -			Ray - - -		
Rathcoursey, West - - -			Tullybeg - - -		
Rostellan - - -			Tullyhall - - -		
Rostellan - - -			Tullymore - - -		
Scartlea, Lower - - -			Tullymountain - - -		
Titeskin - - -					
			Aghalatty - - -		
Ballaheen - - -			Ballyoghagan - - -		
Ballincurrig - - -			Carrickart - - -		
Ballyard - - -			Dunmore - - -		
Ballyerra - - -			Finver - - -		
Ballyoneen - - -			Glenkeo - - -		
Ballyrobert - - -			Glenree - - -		
Barrafohona - - -			Gortnabrade - - -		Carrickart.
Caherduggan Demesne - - -			Kill - - -		
Caherduggan, East - - -			Magheramagorgan - - -		
Caherduggan, West - - -			Tirloughan - - -		
Coolknedane, North - - -		Templebodan.	Umlagh - - -		
Coolknedane, South - - -					
Curraghdermot - - -			Ballycallan - - -		
Dundullerick, East - - -			Ballymagowan, Lower - - -		
Dundullerick, West - - -			Ballymagowan, Upper - - -		
Knocknagare - - -			Carlan, Lower - - -		
Knocknaskagh - - -			Carlan, Upper - - -		
Knocknaglohall - - -			Carran, Upper and Lower - - -		Carrowkeel.
Oldcourt - - -					
Peafield - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MILFORD—continued.	All the Town- lands in this Union are in the County of Donegal.		MILFORD—continued.	All the Town- lands in this Union are in the County of Donegal.	
Barrowkeel - - -			Glinsk - - -		
Drumfad - - -			Gortnatraw, North - - -		
Drummatrumman - - -			Laddan - - -		
Drumfad, Lower - - -			Leatbeg - - -		
Drumfad, Upper - - -			Leatmore - - -		
Dunmore - - -			Lurgacloghan - - -		
Gortcalvy - - -		Carrowkeel.	Muineagh - - -		
Gortnatraw, South - - -			Seedagh - - -		
Knockbrack - - -			Sessiagh - - -		
Magherawardan - - -			Tonbane Glebe - - -		
Meentagh - - -			Tully - - -		
Ranny - - -			Tullyconnell - - -		
Three small Islands - - -			Umryeam - - -		
			Eight small Islands - - -		
Barmoney - - -			Aghadachor - - -		
Carrick - - -			Carnagore - - -		
Cool, Lower - - -			Creevagh - - -		
Cool, Upper - - -			Drumdupton - - -		
Cranberry Island - - -			Drumlackagh - - -		
Cranford - - -			Glenagillagrana, High - - -		
Devlinmore - - -			Glenieraragh - - -		
Devlinreagh - - -			Glenineeny - - -		
Downies Barr - - -			Glenmenagh - - -		
Drummacaladdery - - -		Cranford.	Highglen - - -		
Gull Island - - -			Meenlaragh - - -		
Manachurry, South - - -			Meenformal - - -		
Minishyweel - - -			Toragh - - -		
Islandroy Barr, or Drumfin					
Larganreagh Barr, or			Ardnaree - - -		
Meenacross. - - -			Ballyconnelly - - -		
Lawros - - -			Ballygay - - -		
Lullagh - - -			Ballykenney - - -		
Woodquarter - - -			Brownknowe - - -		
Fifteen small Islands - - -			Conaghrud - - -		
			Drumacloghan - - -		
Ballyheerabin - - -			Drumherrie - - -		
Ballinerrick and Ballin-			Fawninoughan - - -		
brocky - - -			Glenalla - - -		
Balloor - - -			Glentidaly - - -		
Ballyhiernan - - -			Glentidaly Glebe - - -		
Ballymichael - - -			Legmuckduff - - -		
Ballynaslost - - -			Loughdoo - - -		
Cooladerry - - -			Loughill - - -		
Cooladerry Mountain - - -			Loughnakey - - -		
Doaghbeg - - -			Loughros Glebe - - -		
Doagherabbin - - -			Ray - - -		
Drumnacraig - - -			Tirroddy - - -		
Drumavohy and Ballybo-			One small Island - - -		
lagan - - -		Fanad, North.			
Fanavolty - - -			Aghadaghly - - -		
Kinnalough - - -			Ardglass - - -		
Magheradrumman - - -			Ballymagahy Mountain - - -		
Maghernalaght - - -			Ballymagahy, North - - -		
Murren - - -			Carrowkeel Glebe - - -		
Pollet - - -			Carryblagh - - -		
Rinboy - - -			Cashelpreaghan - - -		
Rinmore - - -			Claggan - - -		
Rosskirk and Killhill - - -			Coolback - - -		
Shannaghdo - - -			Corry - - -		
Tullynadall - - -			Croaghross - - -		
Coome - - -			Dargan - - -		
			Drum, and Ballynawall - - -		
Ballyheerin - - -			Drumany - - -		
Ballyhork - - -			Duntinny - - -		
Ballyroosky - - -			Gortnacor - - -		
Ballyroosky Island - - -			Greenfort Demesne - - -		
Cashel Glebe - - -			Greenfort Island - - -		
Dooney and Gortnamona - - -		Fanad, West.	Killavee - - -		
Doaghmore - - -			Kindrum - - -		
Doocarrick - - -			Legboy - - -		
Dulanens - - -			Lurganboy - - -		
Faltybanes - - -			Newtown Springfield - - -		
			Springfield - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
MILFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.	Killygarvan.	MILFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Donegal.	
Drumhallagh, Lower -			Aghahull -		
Drumhallagh, Upper -			Aghangaddy Glebe -		
Elly -			Ards, Big -		
Legland -			Ards, Little -		
Lurganboy -			Aughnish -		
Oughterlin -			Aughnish Isle -		
			Ballyboe -		
Ballykeeran -			Ballybokeel -		
Clonkillybeg -			Ballyelly -		
Clonkillymore -			Ballygreen -		
Cottian -			Bayhill -		
Drumabodan -			Ballylin -		
Drumbrick -			Blacksglen -		
Gortnaskeagh -			Booragh -		
Kilconnell, or Glebe -			Breaghy -		
Kilmacrenan -		Kilmacrenan.	Breaghy -		
Knocknabollan -			Bridge-end, or Drummonaghan -		
Letter -			Carn High -		
Letterfad -			Carn Hill -		
Massreagh -			Carnisk -		
Procklis -			Carnisk -		Rathmelton.
Tawny, Lower -			Carn Low -		
Tawny, Middle -			Carrowcassel -		
			Carrygalt -		
Anny, Far and Near -			Clooney -		
Bunnaton -			Croaghan -		
Carngarrow -			Farnagh -		
Carrowreagh -			Fortstewart -		
Creeve Oughter -			Glenleary -		
Inniskil -			Glen, Lower -		
Killycolman -		Knockalla.	Glen, Upper -		
Lehardan -			Gortaway -		
Lurganbrack -			Kilcreen -		
Meentaghconlan -			Killydonnell -		
Meentaghmore -			Meenatole -		
Tirlaydan -			Newmill -		
Tirlaydan -			Prablin -		
			Rathmelton -		
Ballyscanlan, Lower -			Rossreagh -		
Ballyscanlan, Upper -			Roughan -		
Carrownaganonagh -			Roughpark -		
Carrownasaul -			Shellfield -		
Casheleenan -			Three small Islands -		
Court -					
Goldrum -		Loughkeel.	Aghavannan Far -		
Meenreagh -			Aghavannan Near -		
Portleen -			Ballyboe -		
Skerry -			Bin -		
Skreen, Lower -			Carnafeagh -		
Skreen, Upper -			Carradoan -		
Tawny, Upper -			Carraleena -		
			Clondullan -		
Aghanursan -			Craigimaddyroe Far -		
Carrickybressil -			Craigimaddyroe Near -		
Claggan -			Crevary, Lower -		
Cratlagh -			Crevary, Upper -		
Drumbern -			Glebe -		
Fogher -			Glencross -		
Garrygort -			Gortecross -		
Garrymore -			Gortflugh -		
Glasnant -			Gortlough -		
Glenkeen -			Keranstown -		
Golan -			Killygarvan, Lower -		
Gortmacallbeg -			Killygarvan, Upper -		
Gortmacallmore -		Milford.	Kinletteragh -		
Gortnavern -			Kinnegar -		
Kilwarry -			Kintale -		
Milford -			Lugher -		
Rough Island -			Magheranakilly -		
Rossgarrow -			Meenreagh -		
Tirhomin -			Millbrook -		
Urbalshinny -			Newtown (Carradoan) -		
Nine small Islands -			Rathmullan -		Rathmullan
			Salt pans -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MILFORD—continued.	All the Town- lands in this Union are in the County of Donegal.		MILLSTREET—continued.	All the Town- lands in this Union are in the County of Cork.	
Ardbane - - -	- - -	Rosguill.	Caherdowney - - -	- - -	Coomlogane.
Clontallagh - - -			Carrigleigh - - -		
Crocnamurleog - - -			Claraghatlea, North - - -		
Derryeassan - - -			Claraghatlea, South - - -		
Doagh - - -			Claraghbeg - - -		
Downies - - -			Claraghmore - - -		
Dundooan, Lower - - -			Coolykeerane - - -		
Dundooan, Upper - - -			Coomlogane - - -		
Glebe - - -			Curragh - - -		
Glenoory - - -			Currahill - - -		
Gortnalughoge - - -			Cloghboolamore - - -		
Illannanoon - - -			Carrigacoolen - - -		
Island Owen - - -			Derreen - - -		
Island Roy - - -			Fern - - -		
Island Reagh - - -			Geararoe - - -		
Inishfaugh - - -			Gneevies - - -		
Kinnalargy - - -			Inchileigh - - -		
Larganreagh - - -			Kilmeedy, East - - -		
Magherabeg - - -			Kilmeedy, West - - -		
Melmore - - -			Knocknakilla - - -		
Mevagh - - -			Mountleader - - -		
Rosepenna - - -			Shanaknock - - -		
Two small Islands - - -			Tober - - -		
Aghadreenan - - -	- - -	Rosnakill.	Beenreagh - - -	- - -	Crinnaloo.
Ballina - - -			Carragraigue - - -		
Ballykinard - - -			Carrigduff - - -		
Ballymagahy, South - - -			Crinnaloo, North - - -		
Ballynashannagh - - -			Crinnaloo, South - - -		
Cloghfin - - -			Gortnaglogh - - -		
Croaghan - - -			Ahanebeg - - -		
Croaghan Island - - -			Ahane, Lower - - -		
Moross - - -			Ahane, Upper - - -		
Rathgorty - - -			Englaune - - -		
Rosnakill - - -			Glantanebeg - - -		
Tawny - - -			Glantanemore - - -		
Four small Islands - - -			Gortnacraha - - -		
Ballyburniabber - - -			Knockeenadallane - - -		
Barnes, Lower - - -			Knockduff, Lower - - -		
Barnes, Upper - - -			Knockduff, Upper - - -		Cullen.
Currin - - -			Knocknashannagh - - -		
Doon - - -			Lisnaboy, Lower - - -		
Derrisleigh - - -			Lisnaboy, Upper - - -		
Drumdeevin - - -			Knockeennagearagh - - -		
Drumlurgagh - - -			Meenagloghrane - - -		
Drumoghill - - -			Mullaghroe, North - - -		
Fawans - - -			Mullaghroe, South - - -		
Gortnalragh - - -			Two Gneevies - - -		
Meenbunone - - -			Ardnageeha - - -		
Loughaskerry - - -	- - -	Termon.	Church Hill - - -		
Stragradly - - -			Coalpits - - -		
Tirkillin - - -			Derragh - - -		
Tirargus - - -			Duarrigle - - -		
MILLSTREET:			Knockagarrane, East - - -		
Ballydaly - - -			Knockagarrane, West - - -		
Caherbarnagh - - -			Knockane - - -		Derragh.
Coolanarney - - -			Knocknageeha, East - - -		
Coomacheo - - -			Knocknageeha, North - - -		
Gortavehy, East - - -			Knocknageeha, South - - -		
Gortavehy, West - - -			Knocknageeha, West - - -		
Inches - - -			Lisheenafeela - - -		
Kippagh - - -			Lislehane - - -		
Knockagallane - - -			Lissaniska - - -		
Knocknaloman - - -			Milleenylegane - - -		
Rathduane - - -			Derryleagh - - -		
Toorboney - - -			Doonasleen, East - - -		Doonasleen.
Adrivale - - -		Coomlogane.	Doonasleen, North - - -		
Annagloor - - -			Doonasleen, South - - -		
Ballynatona - - -			Islandbrack - - -		
Ballyvouskill - - -			Loumanagh, North - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MILLSTREET—continued.	All the Town-lands in this Union are in the County of Cork.		MILLSTREET—continued.	All the Town-lands in this Union are in the County of Cork.	
Loumanagh, South	-	Doonasleen.	Ballinkeen - - -	-	
Ummeraboy, East	-		Boolumore - - -	-	
Ummeraboy, West	-		Coolnagillagh, Lower	-	
Urraghilmore, East	-		Coolnagillagh, Upper	-	
Urraghilmore, West	-		Drishanebeg - - -	-	
Cloghboolabeg - - -	-		Killowen - - -	-	Rathcool.
Coole - - -	-		Knockcahill - - -	-	
Cooleenaree - - -	-		Laght - - -	-	
Dooneens - - -	-		Prohus - - -	-	
Drishanemore - - -	-		Rathcool - - -	-	
Drominahilla - - -	-				
Garraneduff - - -	-	Drishane.	Cloonbannin, East	-	
Lackabane - - -	-		Cloonbannin, West	-	
Lackadotia - - -	-		Coolcloher, East	-	
Liscahane - - -	-		Coolcloher, West	-	
Liscreagh - - -	-		Coolcloher, South	-	
Mushera - - -	-		Dernagree - - -	-	
Tooreenbane - - -	-		Derrynatubbrid - - -	-	
Tullig - - -	-		Drominagh, North	-	
			Drominagh, South	-	Skagh.
Cleanrath - - -	-		Islanddabill - - -	-	
Dromsicane - - -	-		Knockacaraccossh - - -	-	
Garrane, North	-		Knockastuckane - - -	-	
Garrane, South	-		Maulyclieken - - -	-	
Garrane, West	-		Meenskeha, East	-	
Minehill - - -	-		Meenskeha, West	-	
Gortageen - - -	-		Skagh - - -	-	
Gorteennafinnoge - - -	-	Keale.			
Keale, North	-		MITCHELSTOWN:		
Keale, South	-		Ballyarthur - - -	-	
Kealmanagh - - -	-		Booldurragha - - -	-	
Killetragh - - -	-		Boolakelly - - -	-	
Lisnasheearhane - - -	-		Clyroe - - -	-	
Lyravuckane - - -	-		Derrylahan - - -	-	
Moher - - -	-		Gorteenatarriff - - -	-	
Rathroe - - -	-		Gortnaminna - - -	-	Cork - - - Ballyarthur.
			Gortnasna - - -	-	
Baunreagh - - -	-		Gortroe - - -	-	
Brookpark - - -	-		Killaclug, East	-	
Donoure, East	-		Killaclug, West	-	
Donoure, Middle	-		Mitchelstown - - -	-	
Donoure, West	-				
Drombeg - - -	-		Aghacross - - -	-	
Finnanfield - - -	-		Ballindangan - - -	-	
Glebe - - -	-		Ballydeloughy - - -	-	
Glenleigh - - -	-	Kilcorney.	Ballyenahan, North	-	
Horsemount Mountain	-		Ballyenahan, South	-	
Horsemount, North	-		Ballynahalisk - - -	-	
Horsemount, South	-		Ballyvoddy - - -	-	
Kilcorney - - -	-		Carrigdownane, Lower	-	
Killeen - - -	-		Carrigdownane, Upper	-	
Knockanroe - - -	-		Castleterry - - -	-	
Knockgorm - - -	-		Commons - - -	-	
Laharan - - -	-		Derryvillane - - -	-	
Lissacapia - - -	-		Newgrove - - -	-	
Mushera - - -	-		Ransborough - - -	-	
Shanakill - - -	-				
			Ballyguyroe, North	-	
Carrigaline - - -	-		Ballyguyroe, South	-	
Knocknagree - - -	-		Ballynoe - - -	-	
Knockyhenah - - -	-		Ballyshonock - - -	-	
Lackanastooka - - -	-		Carhoo - - -	-	
Laghtsigh - - -	-		Farahy - - -	-	
Lyredaowen - - -	-		Meadstown - - -	-	
Mountinfant - - -	-		Tankardstown - - -	-	
Nohaval, Lower	-	Knockagree.			
Nohaval, Upper	-		Ballyvisteen - - -	-	
Nohavaldaly - - -	-		Boleynanoultagh - - -	-	
Park - - -	-		Cullenagh - - -	-	
Farrankeal - - -	-		Glasyaunta - - -	-	
Scraban - - -	-		Gortacurragh - - -	-	
Shanbally - - -	-		Kildorrery - - -	-	
Tooreenreaghy - - -	-				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MITCHELSTOWN—continued.			MITCHELSTOWN—continued.		
Kilmaculla - - -	Cork - -	Kildorrery.	Mitchelstown - - -	Cork - -	Mitchelstown.
Oldcastletown - - -			Parknakilla - - -		
Quitrent Mountain - - -			Pollardstown - - -		
Scart - - -			Skeheen - - -		
Springvale - - -	ditto - -	Kilgullane.	Skeheen, Upper - - -		
Broomhill - - -			Stagpark - - -		
Curraghbowen - - -			Turbeagh - - -		
Drough - - -			Ballyshurdane - - -	ditto - -	Templemolaga.
Johnstown - - -	ditto - -	Kilphelan.	Cullenagh - - -		
Kilgullane - - -			Graigue - - -		
Killee - - -			Kilclooney - - -		
Knockagarry - - -	ditto - -	Kilphelan.	Knockanevin - - -	ditto - -	Anglesborough.
Ballintantassig - - -			Labbamolaga, East - - -		
Ballyadack, North - - -			Labbamolaga, Middle - - -		
Ballyadack, South - - -			Labbamolaga, West - - -		
Ballybeg - - -	ditto - -	Kilphelan.	Srabarla - - -	Limerick - -	Anglesborough.
Ballybeg - - -			Toorreagh - - -		
Ballykenly - - -			Anglesborough - - -		
Ballynacaheragh - - -			Anglesborough - - -		
Bawnanearla - - -	ditto - -	Kilphelan.	Ballyfauskeen - - -	ditto - -	Ballylanders.
Caherdrinny - - -			Ballynamuddagh - - -		
Caherdrinny - - -			Bauragurrahy - - -		
Curraheen - - -			Boolanisheen - - -		
Curraghooobeg - - -	ditto - -	Kilphelan.	Curraghkilbran - - -	ditto - -	Cullane.
Dromleigh - - -			Inchacomb - - -		
Flemingstown - - -			Knockaunacurraha - - -		
Flemingstown - - -			Lackendarragh - - -		
Fortnabawn - - -	ditto - -	Kilphelan.	Lyre - - -		
Killeenemer - - -			Ballylanders - - -	ditto - -	Ballylanders.
Kilnadrow - - -			Curraghturk - - -		
Kilphelan - - -			Glennahaglish - - -		
Kiltrilane - - -	ditto - -	Kilphelan.	Killeen - - -		
Nutgrove - - -			Spittle - - -		
Baunnanooneeny - - -	ditto - -	Kilphelan.	Ballybrien - - -	ditto - -	Cullane.
Cloghleaflin - - -			Ballyduff - - -		
Cloghleaflin - - -			Ballyfauskeen - - -		
Commons - - -			Cullane, Middle - - -		
Curraghgorm - - -	ditto - -	Kilphelan.	Cullane, North - - -	ditto - -	Cullane.
Derrynanool - - -			Cullane, South - - -		
Glennahulla - - -			Fahanasoodry - - -		
Glennahulla - - -			Knockadea - - -		
Marshalstown - - -	ditto - -	Kilphelan.	Tooraleagan - - -		
Ardglare - - -			Ballylooby - - -	ditto - -	Duntryleagu.
Ballinwillin - - -			Ballynamona - - -		
Ballykearney - - -			Ballynatona - - -		
Ballygiblin - - -	ditto - -	Kilphelan.	Bohercarron - - -		
Ballynabrock - - -			Corbally - - -	ditto - -	Duntryleagu.
Ballynamona - - -			Curraghroche - - -		
Brigown - - -			Deerpark - - -		
Carriganleagh - - -	ditto - -	Kilphelan.	Duntryleague - - -		
Carrigane - - -			Lackelly, East - - -	ditto - -	Galbally.
Cloonkilla - - -			Lackelly, West - - -		
Cloonlough - - -			Newtown - - -		
Corracunna - - -	ditto - -	Kilphelan.	Snugborough - - -		
Coolnanave - - -			Annagh - - -	ditto - -	Galbally.
Coolyregan - - -			Ardrain - - -		
Curraghavoe - - -			Castlecreagh - - -		
Curraghmore - - -	ditto - -	Kilphelan.	Galbally - - -		
Furrow - - -			Garrynalyna - - -	ditto - -	Galbally.
Garrane - - -			Keeloges - - -		
Garryleagh - - -			Kilgreana - - -		
Glenatlucky - - -	ditto - -	Kilphelan.	Killinane - - -		
Glenduff - - -			Lissard - - -	ditto - -	Galbally.
Gurteenaboul - - -			Park - - -		
Kildrum - - -					
Killakane - - -	ditto - -	Kilphelan.			
Kilshanny - - -					
Knocknamuck - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MITCHELSTOWN—continued.			MOHILL—continued.		
Ballynatona - - -	Limerick	Kilbehenny.	Drumlowan - - -	All the Town- lands in this Union are in the County of Leitrim.	
Behanagh - - -			Drumnid - - -		
Brackbaun - - -			Drumoghtybeg - - -		
Carrigeen - - -			Drumoghtymore - - -		
Carrigeen Mountain - - -			Drumreask - - -		
Churchquarter - - -			Finiskil - - -		
Knockcommane - - -			Glasdrumman - - -		
Knocknagalty - - -			Grenaun - - -		
Loughananna - - -			Gubadruish - - -		
Carrow - - -	- ditto - -	Kilglass.	Lisomadaun - - -	- - -	Breandrum.
Coolnamohoge - - -			Meelick - - -		
Garryvurragha - - -			Moneyroe - - -		
Geeragh - - -			Mullaun - - -		
Glenacurrane - - -			Oghill - - -		
Kilglass - - -			Shivdilla - - -		
Lisnalanniv - - -			Sragarn - - -		
	- ditto - -	Knocknascrow.	Sratrissaun, North - - -		
Boher - - -			Sratrissaun, South - - -		
Castlequarter - - -					
Coolattin - - -			Attimanus - - -		
Coolboy - - -			Bunnybeg - - -		
Knockascrow - - -			Bunnymore, Lower - - -		
Knockrour - - -	- ditto - -	Riversdale.	Bunnymore, Upper - - -		
Serowmore - - -			Cankeel - - -		
			Cartron - - -		
Ardnamoher - - -			Corboghil - - -		
Ballygeana - - -			Cornageeha - - -		
Barna - - -			Correish - - -		
Baunteen - - -			Curraghoaghry - - -		
Kilscanlan - - -			Drumkeeran - - -		
Knockanebrack - - -			Drumoula - - -		
Lissanarroor - - -			Gortanure, North - - -		
	All the Town- lands in this Union are in the County of Leitrim.	Aghavas.	Cortyclery - - -	- - -	Bunnybeg.
MOHILL:			Gortavacan - - -		
Acres - - -			Keeloge - - -		
Aghadrumminshin - - -			Laheen, North - - -		
Aghalough - - -			Leitrim, Lower - - -		
Agharann - - -			Leitrim, Upper - - -		
Aghavas - - -			Lisdrumgivel, Lower - - -		
Carrickavoher - - -			Lisdrumgivel, Upper - - -		
Corraneary - - -			Millpark - - -		
Drumshanbo, North - - -			Mohernameela - - -		
Killyfea - - -	- - -	Beihy.	Skeamartin - - -		
Sunnaghconnor - - -			Stack - - -		
			Taash - - -		
			Tulrusk - - -		
Beihy - - -					
Clooncumber - - -			Aghavore - - -		
Cloonlaughil - - -			Cloglough - - -		
Cloonubbrid - - -			Clooncorick - - -		
Drumshanbo, South - - -			Coranagh - - -		
Fearglass, South - - -			Corracreeny - - -		
Gubadorris - - -	- - -	Breandrum.	Cullies - - -		
Rossbeg - - -			Drumkeelivick - - -		
Rossmore - - -			Drumsillagh - - -		
Tooman - - -			Gulladoo - - -		
			Kilbrackan - - -		
			Kivvy - - -		
			Sessiagh - - -		
			Sonnagh - - -		
Aghadrumcarn - - -					
Breandrum, Peyton - - -					
Corduff - - -					
Corduffhill - - -					
Corgallion - - -					
Corgar - - -					
Cormore - - -					
Cornagresha, North - - -					
Cornagresha, South - - -					
Crossdrumman - - -					
Drimna - - -					
Drumgarn - - -					
Drumgownagh - - -					
Drumkilla - - -					
Drumkilleen - - -					
			Aghavilla - - -	- - -	Carrigallen, East.
			Bredagh - - -		
			Calloughs - - -		
			Diffin - - -		
			Drumcanon - - -		
			Drumerkeane - - -		
			Drumgunny - - -		
			Druminshin Glebe - - -		
			Killahurk - - -		
			Miltron Glebe - - -		
			Mullanadarragh - - -		
				- - -	Carrigallen, West.

UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOHILL—continued.	All the Town- lands in this Union are in the County of Leitrim.		MOHILL—continued.	All the Town- lands in this Union are in the County of Leitrim.	
Cashel - - -	Cashel.	Cashel.	Esker, South - -	Drumard.	Drumard.
Loonboniagh, South - -			Gortanure, South - -		
Looncarreen - - -			Gortnalamp - - -		
Corracramph, South - -			Keelagh - - -		
Derreen - - -			Liscloonadea - - -		
Subagraty - - -			Tawnaghmore - - -		
Rooskynamona - - -			Tulcon (Cloone Parish) - -		
Boneill - - -			Bunkilleen - - -		
Branra - - -			Carrigeen - - -		
Churchfield - - -			Cavan - - -		
Cloodrummanbeg - - -			Clarashinnagh - - -		
Cloodrummanmore - - -			Cloonbo - - -		
Cornabrone - - -			Cloonfinnan - - -		
Corrabeagh - - -			Corrateriff, North - -		
Corrachooaun - - -			Corrateriff, South - -		
Corragoly - - -	Castlefore.	Castlefore.	Curragha - - -	Drumdoo.	Drumdoo.
Corraphort - - -			Drumdart - - -		
Derreen - - -			Drumdoo - - -		
Derrinkip - - -			Drumhany - - -		
Derrymacoffin - - -			Drumhany, North - -		
Drumany O'Brien - -			Drumlara - - -		
Drumany Tenants - -			Drumraghool, North - -		
Drumcarra - - -			Drumraghool, South - -		
Drumeananbeg - - -			Drumrahan - - -		
Drumeananmore - - -			Drumregan - - -		
Drumkirwan - - -			Kildog - - -		
Drumlitten Besborough -			Killamaun - - -		
Drumroosk, North - -			Laheen, South - - -		
Subroe - - -			Mucklougher - - -		
Kiltyfinnan - - -			Rosdoowaun - - -		
Kilmacsherwell - - -	Cattan.	Cattan.	Shoalmore - - -	Drumod.	Drumod.
Teamanish - - -			Tulcon (Mohill Parish) - -		
Luckros - - -			Aghamore - - -		
Annaghmore - - -			Aghintass - - -		
Annaghoney - - -			Antfield - - -		
Ansbert - - -			Aughry - - -		
Battan - - -			Corduff - - -		
Booncoose - - -			Cuilmore - - -		
Cornageeha - - -			Derrycarne Demesne - -		
Drumgownagh - - -			Derrywillow - - -		
Drumhass - - -			Doora - - -		
Dearglass, North - -			Drumcoora - - -		
Luckanagh - - -			Drumlom - - -		
Annaghmacullen - - -			Drumodbeg - - -		
Boone - - -			Drumodmore - - -		
Drumharkan Glebe - -	Cloone.	Cloone.	Faulties - - -		
Esker - - -			Fearnaght - - -		
Gortnacamdarragh - -			Fedaro - - -		
Macullen - - -			Finnalaghta - - -		
Annaghbeg - - -			Furnace, or Bleankillew -		
Annaghmore - - -			Gortinee - - -		
Booma - - -			Inchmurrin, or Rabbit Island - - -		
Undarragh - - -			Killyfad - - -		
Corduff, North - - -			Moher - - -		
Cornamucklagh - - -			Moherrevan - - -		
Corriga - - -			Mullagh - - -		
Drumbinnis - - -			Ummera - - -		
Drummanbane - - -			Five small Islands - -		
Porteen - - -	Corriga.	Corriga.	Aghavadden - - -	Fenagh.	Fenagh.
Radoge - - -			Ardagh - - -		
Kilmakenny - - -			Ballycalleen - - -		
Lugganhammer - - -			Commons - - -		
Lassaun - - -			Corlough - - -		
Greenross - - -			Cornafostra - - -		
Loonboniagh, North - -			Costrea - - -		
Loonclivvy - - -			Cuillagh - - -		
Corrascoffy - - -			Drumcattan - - -		
Drumard, Jones - - -			Drumharkan - - -		
Esker, North - - -			Drumlabeen - - -		
			Drumlitten, King - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS	COUNTY.	ELECTORAL DIVISIONS
MOHILL.—continued.	All the Town- lands in this Union are in the County of Leitrim.		MOHILL.—continued.	All the Town- lands in this Union are in the County of Leitrim.*	
Drumraine Glebe -	- - -	Fenagh.	Tamlaghtmore -	- - -	Mohill.
Drumroosk, South -			Tawnyeely -		
Fenaghbeg -			Treanmore -		
Glebe -			Tullybradan -		
Greagh -			Tullyoran -		
Knockmullin -			Tullyoran -		
Mough -			Ussaun -		
Mullaghnameely -					
Tully -					
Aghawillin -			- - -		
Beaghbeg -	Breanross, North -				
Beaghmore -	Breanross, South -				
Cornaferst -	Clooncoe -				
Cornaghy -	Drumbad -				
Drumbreanlis -	Drumgilra -				
Drumderglin -	Drumgrania -				
Errew -	Drumhirk -				
Gortermone -	Errew -				
Tully, South -	Farnaght -				
	- - -	Keeldra.	Gorletteragh -	- - -	Riverstown.
Cloonee -			Leagh -		
Corduff, South -			Rinn -		
Drumlaggagh -			Trean -		
Drumadorn -					
Drumconny -			Adoon -		
Drummeen -			Annaghmacanway -		
Edenbaun -			Cornagher -		
Gortinure -			Cornulla -		
Keeldra -			Drumboher -		
Killyvehy -	- - -	Lisgillock.	Drumdarkan -	- - -	Roosky.
Leeknagh -			Drumgowla -		
Mullaghbrack -			Drumhallagh -		
Mullynadrumman -			Drumkeilvy -		
			Drumna -		
Bellakiltyfea -			Edergole -		
Derrindrehid -			Gorteenoran -		
Dromore -			Gortnalougher -		
Lavareen -			Gortnarah -		
Lisgillock Glebe -			Halls -		
Lissagarvan -			Acres -		
Aghadrumderg -	- - -	Mohill.	Aghamore -	- - -	Rowan.
Aghakilfaughna -			Aghinteduff -		
Agnacross -			Aghnahunshin -		
Boeeshill -			Aghnamona -		
Cappagh -			Bellageeher -		
Carrick -			Clooncolry -		
Clooncahir -			Clooncogh -		
Cloonlaughil -			Cloonmorris -		
Coolabaun -			Cloontumpher -		
Cornee -			Cloonturk -		
Corracaboon -	- - -	Mohill.	Cornagillagh -	- - -	Rowan.
Creenagh -			Drumard, Magerraun -		
Curraun -			Georgia, or Gorteenoran -		
Drumbeighra -			Killinaker -		
Drumboy -			Knockadrinan -		
Drumcollagan -			Knockmacrory -		
Drumcrov -			Meelragh, Nagur -		
Drumhany, South -			Meelragh, Saggart -		
Gortfadda -			Moher -		
Gortnalug -			Rinnagowna -		
Knockalongford -			Aghaboneill -		
Laheennamona -	- - -	Mohill.	Annaghaderg -	- - -	Rowan.
Lisdadan -			Annaghaderg, Lower -		
Lurga -			Annaghaderg, Upper -		
Mohill -			Aroddy -		
Mullaghbrigny -			Breandrum, King -		
Roosky -			Coldrumman -		
Rosharry -			Cornagon -		
Shannagh -			Cornavad -		
Springfield -			Corrabarrack -		
Tamlaghtavally -			Corrabegh -		
Tamlaghtbeg -	Doonarah -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>CHILL—continued.</i>	All the Town- lands in this Union are in the County of Leitrim.		<i>MONAGHAN—continued.</i>	All the Town- lands in this Union are in the County of Monaghan.	
Drumcollop - - -		Rowan.	Brandrum - - -		
Drumhirk - - -			Cappog - - -		
Dunavinally - - -			Clontoe - - -		
Garadice - - -			Coolkill, East - - -		
Garvagh - - -			Corcreeghy - - -		
Glasdrumman - - -			Corknock - - -		
Knockroosk - - -			Crosses - - -		
Laragh - - -			Dorrynagrew - - -		
Seltan - - -			Drumacaslan - - -		
Sruhaun - - -			Drumbenagh - - -		
<i>ONAGHAN:</i>			Drumgarran - - -		
Aghaliskeevan - - -	All the Town- lands in this Union are in the County of Monaghan.		Drumgoask - - -		
Ardnasallem - - -			Drumhillagh - - -		
Attiduff - - -			Drummaconor - - -		
Brackagh - - -			Drumreask - - -		
Carrigans - - -			Drumshanny - - -		
Cornanure - - -			Glasdrumman - - -		
Corraghbrack - - -			Lisbane - - -		Bellanode.
Corraghbuff - - -			Killycreen - - -		
Creevelea - - -			Killyleen - - -		
Curkin - - -			Kilnahaltar - - -		
Davagh (Etra) - - -			Mullaghmore, East - - -		
Davagh (Otra) - - -			Mullaghmore, West - - -		
Dernalosset - - -			Mullynahinch - - -		
Dernamuck - - -			Newgrove - - -		
Derrygola - - -			Point - - -		
Derryhallagh - - -			Quiglough - - -		
Derryhee - - -			Raconnell - - -		
Derryhellan - - -			Rafeenan - - -		
Derrykinard - - -			Rosefield - - -		
Derrynashallog - - -			Sheetrim - - -		
Derryveagh - - -			Tattygare - - -		
Drumconnelly - - -			Telaydan - - -		
Drummully - - -			Terrytole - - -		
Dundian - - -			Timadown - - -		
Dungillick - - -			Tullybryan - - -		
Dunmadigan - - -			Tullycroman - - -		
Glasnullagh - - -		Anketell Grove.	Aghnaglogh - - -		
Gortmoney - - -			Bannaghbane - - -		
Inishdevlin - - -			Bannaghroe - - -		
Killybreen - - -			Caddagh - - -		
Killybressal - - -			Calliagh - - -		
Killycarran - - -			Cordevlis, South - - -		
Killycorran - - -			Cornasoo - - -		
Killylaragh - - -			Corvoam - - -		
Killyleck (Anketell) - - -			Creevagh - - -		
Killyleck (Lucas) - - -			Crewmeige - - -		
Kilnagullán - - -			Darraghlan - - -		
Kiltubbrid - - -			Dromore - - -		
Knockconan - - -			Drumalt - - -		
Knockronaghan - - -			Drumgavny - - -		
Lenagh - - -			Drumgreeny - - -		Caddagh.
Lisgrew - - -			Drumlinny - - -		
Liskenna - - -			Drumlinny - - -		
Lisavargy - - -			Dunraymond - - -		
Lisseagh - - -			Edenaferken - - -		
Mullabryan - - -			Garranroe - - -		
Mount Anketell - - -			Glenish - - -		
Rarutagh - - -			Lisnaveane - - -		
Shanco - - -			Losset - - -		
Sogher - - -			Loyst - - -		
Tamlat - - -			Nart - - -		
Tonycoogan - - -			Sliveroe - - -		
Tonymumery - - -			Stranoodan - - -		
Tullyard - - -			Tattintlieve - - -		
			Tetoppa - - -		
			Tirardan - - -		
			Urcher - - -		
Aghaboy - - -		Bellanode.	Aghabrick - - -		
Aghalisk - - -			Alkill - - -		
Annaghervy - - -			Annaseeragh - - -		Castleshane.
Annagola - - -			Byanlitter - - -		
Ballyleck - - -					
Billises - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MONAGHAN—continued.	All the Town- lands in this Union are in the County of Monaghan.		MONAGHAN—continued.	All the Town- lands in this Union are in the County of Monaghan.	
Carrowkeel - - -			Knockinure - - -		
Castleshane Demesne - - -			Knocknagrat - - -		
Cavancreevy - - -			Lisman - - -		
Clerran - - -			Liskeabrick - - -		
Corcaskea - - -			Maghery - - -		
Cordevelis - - -			Mullaglassan - - -		
Cordevelis - - -			Mullandavagh - - -		
Corlust - - -			Nart - - -		
Cornahoe, Lower - - -			Rough Hill - - -		
Corraskealy - - -			Selloo - - -		
Corrawillin - - -			Shanmullagh, North - - -		
Drumbeo - - -			Shanroe - - -		
Drumgolat - - -			Skeatry - - -		
Drummuck - - -					
Drumnahunshin - - -			Aghnameal - - -		
Drumneill - - -			Annagh - - -		
Edenbrone - - -			Annahuby - - -		
Ennis - - -			Arclintagh - - -		
Feddans - - -			Avalbane - - -		
Garran Otra or Gibraltar - - -			Avalreagh - - -		
Greenmount - - -		Castleshane.	Ballygreany - - -		
Groves, Lower - - -			Carrickaderry - - -		
Groves, Upper - - -			Carrickanure - - -		
Killymonaghan - - -			Clarderry - - -		
Kingorry - - -			Corlagan, North - - -		
Kinard - - -			Cornabrandy - - -		
Lappan - - -			Cornamucklagh, North - - -		
Lattigar - - -			Creeve - - -		
Lisaginny - - -			Crossaghy - - -		
Lisconduff - - -			Crossmore - - -		
Lisglassan - - -			Derryarrilly - - -		
Lismenan - - -			Doosky - - -		
Listinny - - -			Downs - - -		
Moy Etra - - -			Dromore - - -		
Moy Otra - - -			Drumnart - - -		
Mullans - - -			Fintully - - -		
Shanmullagh - - -			Gallagh - - -		
Tiravray - - -			Glasdrumman, West - - -		
Tirmacmoe - - -			Glennyhorn - - -		
Tullybuck - - -			Kilerow - - -		
Tullycumasky - - -			Letteragh - - -		
			Letterbane - - -		
Aghalissabeagh - - -			Lismagunshin - - -		
Aghnashalvy - - -			Listroar - - -		
Annahagh, North - - -			Moysnacht - - -		
Annahagh, South - - -			Mullagarry - - -		
Annahmartin - - -			Pullans - - -		
Aughnacloy - - -			Shanemullagh - - -		
Cavanacross - - -					
Clonamunsha - - -			Aghaclay - - -		
Corhollan - - -			Ballintoppan - - -		
Corratrasna - - -			Carr - - -		
Corrinshigo - - -			Cashlan - - -		
Dernahamsha - - -			Cloghernagh - - -		
Derrintonny - - -			Coaghen - - -		
Derryarrit - - -			Corlat - - -		
Derryartry - - -			Corleck - - -		
Derrylea - - -			Cornafaghy - - -		
Derryleadigan - - -			Cornawall - - -		
Derryleadigan (Jackson) - - -		Clones.	Corramegan - - -		
Derrylusk - - -			Crockcumberland - - -		
Drumgoast - - -			Doosky - - -		
Drumlloo - - -			Drumgully - - -		
Drummans - - -			Drumhillagh - - -		
Drumnagavlin - - -			Drumhirk - - -		
Drumumery - - -			Drumlenny - - -		
Dundrumman - - -			Dyan - - -		
Eldron - - -			Edenagoash - - -		
Gola - - -			Garran - - -		
Inishammon - - -			Glassdrummond - - -		
Keenog - - -			Golanmurphy - - -		
Kilcorran - - -			Killina - - -		
Kilcreen - - -			Killycoghill - - -		
Kincorragh - - -			Killykeeragh - - -		

Clones.

Clontibret.

Drumhillagh.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MONAGHAN—continued.	All the Town- lands in this Union are in the County of Monaghan.		MONAGHAN—continued.	All the Town- lands in this Union are in the County of Monaghan.	
Killykeskeame - - -			Drumcaw - - -		
Latnamard - - -			Drumgaghan - - -		
Lecklevera - - -			Drumgreeny - - -		
Lissarrilly - - -			Dundonagh - - -		
Liscumasky - - -		Drumhillagh.	Eden Island - - -		
Radeery - - -			Enagh - - -		
Tattynagall - - -			Foxhole - - -		
Tiredigan - - -			Griggy - - -		
Tulleevin - - -			Kilnadreen - - -		
			Legacurry - - -		
Aghnamallagh - - -			Letgonnelly - - -		Enagh.
Annaghbrack - - -			Lisboy - - -		
Blackraw - - -			Mullabrack (Scott) - - -		
Brookvale - - -			Mullabrack (Shaw) - - -		
Cabragh - - -			Mullaghpeak - - -		
Carnbane - - -			Mullaloughan - - -		
Carrowbarra - - -			Mullamurphy - - -		
Carrowbarra Island - - -			Skinnagin - - -		
Coolatty - - -			Straghan or Cornasore - - -		
Coolcorragh - - -			Tirnaneill - - -		
Cooldarragh - - -			Tonygarvey - - -		
Cornasoo - - -					
Corrataghart - - -			Aghnaha - - -		
Drumgarve - - -		Drumsnat.	Annagh - - -		
Drumquill - - -			Astrish (Beg) - - -		
Drumsheeney - - -			Astrish (More) - - -		
Gortmore, South - - -			Ballynabone - - -		
Liscat - - -			Cavan (Cope) - - -		
Mullabrack - - -			Cavanleckagh - - -		
Mulladuff - - -			Cavanmore - - -		
Mullanacross - - -			Corclare - - -		
Mullanavannog - - -			Corlattallan - - -		
Naghill - - -			Dernacoo - - -		
Roosky - - -			Dernahatten - - -		
Skeagh - - -			Dernahinch - - -		
Skervan - - -			Drumcondra - - -		
Thornhill - - -			Drumarrell - - -		
Tullykenney - - -			Drumturk - - -		
			Elvey - - -		
Aghaboy - - -			Figanny - - -		
Aghnagap - - -			Figullar - - -		
Cornacreeve - - -			Glebe - - -		Figullar.
Derrygassan, Lower - - -			Gorticleave - - -		
Derrygassan, Upper - - -			Kilfahavon - - -		
Derryhoosh - - -			Killakeady - - -		
Derrylea - - -			Killeenly - - -		
Desert - - -			Killydonagh - - -		
Emy - - -			Killyfaragh - - -		
Glannan - - -			Kilymurphy - - -		
Killycooly - - -			Kilnageer - - -		
Killyrean, Lower - - -			Knockakirwan - - -		
Killyrean, Upper - - -			Knocknacarne - - -		
Knockaphubble - - -			Latgee - - -		
Knocknasave - - -			Lisroosky - - -		
Letloonigan - - -		Emyvale.	Mulladermot - - -		
Monmurphy - - -			Mullaghcor - - -		
Mullaghboy - - -			Mullaghnahegny - - -		
Mullaliss - - -			Mullan - - -		
Portinaghy - - -			Mullananallog - - -		
Pullis - - -			Mullanderg - - -		
Rossarrell - - -			Ralaghan - - -		
Scarnageeragh or Emy- vale - - -			Tonyfohanan - - -		
Stramore - - -					
Streanduff - - -			Aghaloughan - - -		
Tiramoan - - -			Annacatty - - -		
Tonyshandeny - - -			Annaghbeg - - -		
Tully - - -			Annagola - - -		
Tullycallick - - -			Annareagh, North - - -		
			Annareagh, South - - -		
Belderg - - -			Bellanaman - - -		
Cloughart - - -		Enagh.	Billis - - -		
Corracrin - - -			Clanickny - - -		
Derryveen - - -			Clery - - -		
					Glaslough.

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MONAGHAN—continued.	All the Town- lands in this Union are in the County of Monaghan.		MOUNTBELLEW: .	All the Town- lands in this Union are in the County of Galway.	
Crowey - - -			Annagh - - -		
Crumlin - - -			Ballydoogan - - -		
Dromore - - -			Cartrondoogan - - -		
Drumacruttan - - -			Cloonatleva, Lower - - -		
Drumagelvin - - -			Cloonatleva, Upper - - -		
Drumgoole - - -			Esker - - -		
Drumrutagh - - -			Fohanagh - - -		
Fedoo - - -			Garrafine - - -		
Garran (Itra) - - -			Garrafine (Trench) - - -		
Golree - - -			Garrafine (Ussher) - - -		
Kildoagh - - -			Lisgub, East - - -		
Killeef - - -			Lisgub (Ward) - - -		
Killicarnan - - -			Lisgub, West - - -		
Killyneill - - -			Pallas - - -		
Knockacunnier - - -			Scarreth - - -		
Knockboy - - -		Tehallan.	Ballinlass - - -		Annagh.
Leitrim - - -		Ballynalahy - - -			
Liscarnay - - -			Boherbannagh - - -		
Lisnalore - - -			Carrownagappul - - -		
Seaveagh - - -			Castlegar - - -		
Skinmagin - - -			Cloghbrack - - -		
Shelvins - - -			Cloonavihony - - -		
Tamlat - - -			Gunnod - - -		
Templetate - - -			Lahaerogher - - -		
Terrycaffé - - -			Longford - - -		
Tiravera - - -			Newbridge - - -		
Tuckmilltate - - -			Newgrove - - -		
Tullygony - - -			Newvillage - - -		
Tullylish - - -			Rushestown - - -		
Tullynanure - - -			Springlawn - - -		
			Summerhill - - -		
			Toomard - - -		
			Tully - - -		
Aghnaclea - - -			Windfield - - -		
Annamacneill - - -			Woodbrook - - -		
Ballynagarry - - -					
Braddocks - - -			Ballintleva - - -		
Cargaghramer - - -			Belderny, North - - -		
Coohey - - -			Belderny, South - - -		
Cordevlis, North - - -			Caltra - - -		
Cordoolough - - -			Caltrapallas - - -		
Corfad - - -			Cartron - - -		
Corfinlough - - -			Cloonpee - - -		
Corlea - - -			Creggaunnagroagh - - -		
Corlongford - - -			Garrydniff - - -		
Cornacreeve - - -			Glebe - - -		
Cornahoe - - -			Graignenavaddoge - - -		
Cornanagh - - -			Greenville - - -		
Cornanure - - -			Kinclare - - -		
Corraviller - - -			Liscloonmeeltoge - - -		
Corrinshigo - - -			Lisnagree - - -		
Corvally - - -		Tullycorbet.			
Corvoy - - -			Ashfield - - -		
Cussaboy - - -			Ballynabattina - - -		
Derryhallagh - - -			Baunoges - - -		
Derrylusk - - -			Castleblakeney - - -		
Drumlongfield - - -			Course - - -		
Drumroosk - - -			Crannagh - - -		
Kilnacran - - -			Creggaun - - -		
Kilnamaddy - - -			Gallagh - - -		
Lantaur - - -			Gortavally - - -		
Legacurry - - -			Hundred Acres - - -		
Lennan - - -			Islands - - -		
Lisquigny - - -			Lehanagh - - -		
Mullan - - -			Lisheen - - -		
Mullycrook - - -			Meelick - - -		
Shanmullagh - - -			Moyure - - -		
Terrygeely - - -			Rathbaun - - -		
Tiromedan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>MOUNTBELLEW—continued.</i>	All the Town- lands in this Union are in the County of Galway.		<i>MOUNTBELLEW—continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Ballinlass - - -			Cloonkeen (Ffrench) -		
Ballinvoher, North -			Cloonkeen (Kelly) -		
Ballinvoher, South -			Cloonkeen (Netterville) -	- - -	Clonkeen.
Ballybaun - - -			Cloonshivna - - -		
Ballyvoneen - - -			Cloonshivna (Kelly) -		
Barnacurra - - -			Creeveroe (Davies) -	- - -	
Bredagh - - -			Creeveroe (Ffrench) -		
Cartronearl - - -			Kentstown - - -		
Castleffrench - - -			Kilclogh - - -		
Castleffrench, East -			Kilcoosh - - -		
Castleffrench, West -			Lissavruggy - - -		
Charlestown, or Pollna- mucka. - - -			St. Brendan's, or Creg- ganagrory - - -		
Cloonascarberry, North -					
Cloonascarberry, South -					
Cloonnabricka - - -			Brierfield - - -		
Cornadrum - - -			Carrowkeel - - -		
Cornanantabeg - - -			Cloonascragh - - -		
Cornanantamore - - -			Cooloo - - -	- - -	Cooloo.
Corrabaun - - -			Cooloo Mountain - - -		
Creggaun - - -			Coolwoneen - - -		
Creggaun (Machugh) -		Castleffrench.	Elmhill - - -		
Curraghboy - - -			Gortaganny - - -		
Eskermore - - -			Gorteenlahard - - -		
Eskermurry - - -			Laughil - - -	- - -	
Ffrench's Acres - - -			Mountsilk - - -		
Ffrenchpark - - -			Moyloughbeg - - -		
Gortacoosaun - - -			Mullaghmore, East -		
Gowla - - -			Mullaghmore, North -		
Lisnaclassagh - - -			Mullaghmore, South -		
Loonaghtan (Kelly) -			Mullaghmore, West -		
Loonaghtan (Mahon) -			Summerville - - -		
Lughanagh - - -			Templemoyle - - -		
Loughaunboy - - -			Trasternagh, North -		
Newtown - - -			Windfield Demesne -		
Riversdale - - -			Windfield, Lower -		
Shanballybeg - - -			Windfield, Upper -		
Shanballymore - - -					
Toghergar - - -					
Trihill, East - - -			Ballaghmagrosheen -		
Trihill, West - - -			Ballinrooaun - - -		
			Ballybaun - - -		
Ballybaun - - -			Ballynamona - - -		
Ballyboggan - - -			Carrowferrikeen - -		
Bunavan - - -			Carrowmore - - -		
Clonbrock - - -			Carrownacregg, West -		
Clonbrock Demesne -			Clooncurreen - - -		
Clooncannon (Dillon) -			Cloonmweelaun - - -		
Clooncannon (Kelly) -			Derryglassaun - - -	- - -	Derryglassaun.
Creggaun (Dillon) -			Doonaun - - -		
Derrymore - - -			Esker - - -		
Doon, Upper - - -			Garbally - - -		
Doon, Lower - - -			Gilkagh - - -		
Eskerballycahill - - -			Gorteendrisha - - -		
Keave - - -		Clonbrock.	Menlough Commons -		
Keeloges - - -			Menlough, Eighter -		
Kilglass - - -			Menlough, Oughter -		
Killcen - - -			Pollacrossaun - - -		
Lattoon - - -			Skehanagh - - -		
Lenaloughra - - -					
Lislea - - -			Aghrane, or Castlekelly		
Lisnascreena - - -			Aghrane, or Castlekelly		
Lurgan - - -			Attifarry - - -		
Bruhaunfusta - - -			Ballaghacker - - -		
			Ballygar - - -		
			Cartron - - -		
Ballynacorra (Davies) -			Clooncannon - - -	- - -	Killeroran.
Ballynacorra (Ffrench) -			Cloonlyon - - -		
Ballynacorra (Netter- ville) - - -			Cloonruff - - -		
Bleannagloos - - -		Clonkeen.	Coalpits - - -		
Boggauns - - -			Coolaspaddaun - - -		
Cappagh - - -			Curraghbaghla - - -		
Cloonfinnoge - - -			Drinaun - - -		
Cloonkeen (Davies) -			Easterfield, or Cornacask		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOUNTBELLEW—continued.	All the Town- lands in this Union are in the County of Galway.		MOUNTBELLEW—continued.	All the Town- lands in this Union are in the County of Galway.	
Garreer - - -			Aghanahil - - -		
Gorteenruckaun - - -			Ballyara - - -		
Hermitage - - -			Ballynasooragh, Eighter		
Hollygrove - - -			Ballynasooragh, Oughter		
Killeroran - - -			Caltraghreen - - -		
Kilmore - - -			Corgerry, Eighter - - -		
Knockaunaraingy - - -			Corgerry, Oughter - - -		
Lisheenteige - - -			Cross, Eighter - - -		
Mallyree - - -			Cross, Oughter - - -		
Monasternallea, or Abbey- grey - - -	- - -	Killeroran.	Fairhill - - -		
Monasternallea, or Abbey- grey - - -			Graigie - - -		
Muckanagh, North - - -			Kilfelligy - - -		
Muckanagh, South - - -			Killaghaun - - -		
Rookwood, or Bellagad - - -			Killooan - - -		
Srahaunnagort, or Thorn- field - - -			Killooan - - -	- - -	Mounthazel.
Slievemurray - - -			Killooan ^r (Browne) - - -		
Tully - - -			Killooan (Eyre) - - -		
Tullyroe - - -			Killamude, East - - -		
			Killamude, West - - -		
			Knockavilla - - -		
			Lisloughlin - - -		
			Lismoes - - -		
			Moneen - - -		
			Moneen - - -		
			Mountbernard - - -		
			Mounthazel - - -		
			Pollnabrone - - -		
			Rahins - - -		
Buncam - - -					
Carrowmore (Cheevers) - - -			Acre, East - - -		
Carrowmore (Kelly) - - -			Acre, West - - -		
Carrownafreevy - - -			Boughil - - -		
Cloonascarberry (Cheevers) - - -			Caltraghduff - - -		
Currafarry - - -			Cloonshee - - -		
Derrymore - - -			Cloonshee (Dillon) - - -		
Islands - - -	- - -	Killian.	Cloonshee (Kelly) - - -		
Killian - - -			Cloonshee (Rochford) - - -		
Killosolan - - -			Cloonshee (Trench) - - -	- - -	Taghboy.
Lecarrow - - -			Corracoolia - - -		
Liscuill - - -			Derreen - - -		
Ticooly (Carr) - - -			Derryfadda - - -		
Ticooly (O'Kelly) - - -			Gortananny - - -		
Tirur - - -			Killaderry - - -		
Tonacurra - - -			Muckloon - - -		
			Srahgarve - - -		
Annaghmore, East - - -					
Annaghmore, West - - -			MOUNTMELICK:		
Ballingatta - - -			Aghduff - - -		
Ballymageraghty - - -			Ballina - - -		
Ballynahowna - - -			Cappanarrow - - -		
Barnwellsgrrove - - -			Cummer - - -		
Bovinion - - -			Derrycarrow - - -		
Carrownabo - - -			Garrafin - - -		
Carrownacregg, East - - -			Glenall - - -		
Carrownagannive - - -			Glenamoon - - -	Queen's - - -	Arderin.
Castlebellev - - -			Glendine - - -		
Clooncallaga - - -			Glenkitt - - -		
Cloonoran - - -			Killeen - - -		
Cloonoran, Oughter - - -			Longford - - -		
Cloonreleagh, West - - -			Monelly - - -		
Cloonreleagh, East - - -			Mounthall - - -		
Cloonreleagh (Bellew) - - -	- - -	Mount Bellew.	Srahanboy - - -		
Cloverfield - - -					
Creggauns - - -			Ballybrittas - - -		
Doonwood - - -			Ballyshaneduff, or The		
Eskerroe - - -			Derries - - -		
Gorteen - - -			Doolough - - -		
Killoscobe - - -			Garryvacum - - -	- ditto - - -	Ballybritt.
Lismoye - - -			Kilbride - - -		
Marlay - - -			Lough - - -		
Mount Bellew Demesne - - -			Rathleash - - -		
Mount Bellew Demesne - - -			Rathmiles - - -		
Moylough - - -			Tullaghan - - -		
Moyloughmore - - -					
Patch - - -					
Shankill - - -					
Tomree - - -					
Treanrevagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOUNTMELICK— <i>continued.</i>			MOUNTMELICK— <i>continued.</i>		
Aghnahilybog - -	Queen's -	Ballycarroll.	Knockannagad - -	Queen's -	Cardtown.
Ballinlough - -			Johnsborough - -		
Ballycarroll - -			Moher, East - -		
Greatheath - -			Moher, West - -		
Greatheath - -			Monasop - -		
Heath Lodge - -			Northgrove - -		
Kilteale - -					
Park, or Dunamase - -			Ballykenneen, Lower - -		
Raheen - -			Ballykenneen, Upper - -		
Raheenahoran - -			Ballynahimmy - -		
Ballycormick - -	- ditto -	Ballyfin.	Ballynahown - -	- ditto -	Castlecuffe.
Ballyfin - -			Barradoos - -		
Ballyfin Demesne - -			Brogherla, Big - -		
Ballyfin, Upper - -			Brogherla, Little - -		
Ballylusk - -			Castlecuffe - -		
Brockra - -			Clonlyon - -		
Camcloon - -			Coolagh - -		
Cappanrush - -			Garryhedder - -		
Cavansheath - -			Killinaparson - -		
Clonehurl - -			Kilmanman - -		
Deerpark - -	- ditto -	Borris.	Larragan - -		
Fry - -			Lisnarode - -		
Knocknakearn - -			Srahduff Glebe - -		
Knocks - -			Wranglestown - -		
Ockanaroo - -					
Rossmore - -			Ashbrook, or Aghamore - -		
Springfield - -			Ballyfarrell - -		
			Ballynakill - -		
Ballytegan - -			Bellair, or Cappanapinion - -		
Cappagh, North - -			Brittas - -		
Clonreher - -	- ditto -	Brisha.	Brockagh - -		- ditto -
Clonsoghey - -			Brockaghbeg - -		
Cooltoran - -			Bunastick - -		
Gorteen - -			Cappanagraigue - -		
Knocknagroagh - -			Capparogan - -		
Kyleclonhobert - -			Cappusteen - -		
Kyletalesha - -			Clonaslee - -		
Rathnamanagh - -			Cloonagh - -		
Rossleaghan - -			Cloonaghbeg - -		
			Cloonaghmore - -		
Briscula - -	- ditto -	Capard.	Coolaboghlan - -	- ditto -	Clonaslee.
Brisha - -			Coolnabanch - -		
Derrycon - -			Corbally - -		
Deerpark - -			Curraghnadeige - -		
Drim - -			Cush, Lower - -		
Paddock - -			Cush, Upper - -		
Sconce, Upper - -			Derrinray Glebe - -		
Shanavaur - -			Derry - -		
			Derrylinneen - -		
Capard - -			Glebe - -		
Cones - -	- ditto -	Cappalough.	Glendine - -		
			Glendineoregan - -		
Cappalough - -			Glenkeen, Lower - -		
Castlebrack - -			Glenkeen, Upper - -		
Clonaghadoo - -			Gorragh, Lower - -		
Grange - -			Gorragh, Upper - -		
Lackamore - -			Graigue - -		
Laight, or Commons - -			Graigueafulla - -		
Moneyquid - -			Scarroon - -		
Mucklone - -	- ditto -	Cardtown.	Ballina - -	- ditto -	Clondarrig.
Parkbeg - -			Boghlone - -		
Quarrymount - -			Clonboyne - -		
Roskeen - -			Clondarrig - -		
			Clonroosk - -		
Bannreagh - -			Clonroosk, Little - -		
Cardtown - -			Coolnamona - -		
Castleconor - -			Pallas, Big - -		
Dornamanagh - -			Pallas, Little - -		
Glennaglass - -			Ross - -		
Gorteenameale - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOUNTMELICK—continued.			MOUNTMELICK—continued.		
Badgershill - - -	Queen's -	Clonin.	Derry - - -	Queen's -	Kilcolman- bane.
Ballyhorahan - - -			Dysart - - -		
Clash - - -			Hopshall - - -		
Clonin - - -			Kilcolemanbane - - -		
Clonincurragh - - -			Lamberton Demesne - - -		
Crannagh - - -			Loughakeo - - -		
Derrycanton - - -			Ballyduff - - -	- ditto -	Kilmurry.
Glenbower - - -			Ballythomas - - -		
Gossbrook - - -			Carrigeen - - -		
Altavilla - - -	- ditto -	Coolrain.	Garryduff - - -		
Anatrim - - -			Killeen - - -		
Coolrain - - -			Killenny - - -		
Coolnagour - - -			Killone - - -		
Derryduff - - -			Kilmurry - - -		
Derrynassera - - -			Aghamore - - -	ditto -	Lacka.
Glebe - - -			Bockagh - - -		
Larch Hill - - -			Bordowin - - -		
Laurel Hill - - -			Bughorn - - -		
Shanderry - - -			Drimhill, or Quarryfarm - - -		
Tinnakill - - -			Drimmo - - -		
Ballycrossal - - -	- ditto -	Dangans.	Inchanisky - - -		
Ballycullenbeg - - -			Killinure - - -		
Clonterry - - -			Lacka - - -		
Dangans - - -			Monicknew - - -		
Debicot - - -			Mountainfarm - - -		
Portnahinch - - -			Rossadown - - -		
Strahard - - -			Rossalee - - -		
Tinnakill - - -			Roundwood - - -		
Ballykillane - - -	- ditto -	Emo.	Whitefield - - -	- ditto -	Maryborough.
Carn, or Curraghane - - -			Ballyclida - - -		
Coolbanagher - - -			Ballymooney - - -		
Cappakeel - - -			Ballyroan - - -		
Coolnavarnoge and Cool- aghy - - -			Beladd - - -		
Emo Park - - -			Beladd - - -		
Killimy - - -			Borris, Great - - -		
Morett - - -			Borris, Little - - -		
Aughans - - -	- ditto -	Garrymore.	Clonminam - - -		
Cappanlug - - -			Curriersbog - - -		
Coolavoran, Coolagh, and Derrymullen. - - -			Downs - - -		
Garrymore - - -			Kilminchy - - -		
Kilcavan - - -			Knockmay - - -		
Dernacart - - -			Knockmay - - -		
Forest, Lower - - -			Kylekiproe - - -		
Forest, Upper - - -			Meelick - - -		
Graigue - - -	- ditto -	Graigue.	Meelick - - -		
Nyra - - -			Maryborough - - -		
Ballintogher - - -			Moneyballytyrrell - - -		
Ballyadding - - -			Rathbrennan - - -		
Ballycarroll - - -			Ratheven - - -		
Bolnagree - - -			Ratheven - - -		
Closeland, or Clonèen - - -			Rathleague - - -		
Derrynafunshion - - -			Rathleague - - -		
Graigavern - - -	- ditto -	Jamestown.	Summerhill, or Aghna- harna - - -		
Jamestown, or Bally- teigeduff - - -			Togher - - -		
Killaglish - - -			Annagh - - -	- ditto -	Marymount.
Killinure - - -			Camross - - -		
Aghnahily - - -			Cloncully - - -		
Ballycarnan - - -			Clonoghill - - -		
Ballyknockan - - -			Coldmanscurragh - - -		
Ballymackan - - -			Derrinduff - - -		
Cappole - - -			Derrylahan - - -		
Coolnacarrick - - -			Marymount - - -		
Derry - - -	- ditto -	Kilcolman- bane.	Monagh - - -		
			Rossnacloonnagh, In- side - - -		
			Rossnacloonnagh, Out- side - - -		
			Rossnacreea - - -		
			Rossnadough - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOUNTMELICK—continued.			MOUNTMELICK—continued.		
Birchwood - - -	Queen's -	Meelick.	Rathcoffey - - -	Queen's -	Rearymore.
Cappabeg - - -			Rearybeg - - -		
Cappaneary - - -			Rearymore - - -		
Corbally - - -			Rearyvally, or Clonygask		
Derry - - -			Ballyhuppahane - - -	- ditto -	Rosenallis.
Glenbarron - - -			Camira Glebe - - -		
Gorteen - - -			Cappalane - - -		
Lackan - - -			Derrylemoge - - -		
Meelick - - -			Mullaghanard, or Der-		
			reen - - -		
			Nutgrove - - -		
Acragar - - -	- ditto -	Mountmelick.	Rosenallis - - -		
Aooley - - -			Rinn - - -		
Cloncosney - - -			Shanbeg - - -		
Clonagh - - -			Skerry - - -		
Derrycloney - - -			Srahleagh - - -		
Derrydavy - - -			Tinneel - - -		
Derrygile - - -			Belin - - -		- ditto -
Drinagh - - -			Bellegrove - - -		
Garroon, or Summer-			Coolroe - - -		
grove - - -			Courtwood - - -		
Gronagh - - -			Fisherstown - - -		
Townparks - - -			Kilbrackan - - -		
	- ditto -	Mountrath.	Rathronshin - - -	- ditto -	Sallyford.
Cappanacleare - - -			Ballintaggart - - -		
Clonbarrow - - -			Ballydavis - - -		
Derryhay - - -			Brittas - - -		
Derrylusk - - -			Cottage Farm - - -		
Derrymore - - -			Derrygarran - - -		
Dysartbeagh - - -			Eyne - - -		
Forgeland - - -			Killeen, or Killeenlynagh		
Knockanina - - -			Killeen, or Killeenlynagh		
Mountrath - - -			Kilmainham - - -		- ditto -
Mountrath - - -			Kilnacash - - -		
Redcastle - - -			Knightstown, or Ballin-		
Ringstown - - -			riddery - - -		
Rushin - - -			Lauragh - - -		
Seonce, Lower - - -			Shaan - - -		
	- ditto -	Nealstown.	Straboe - - -		
Ballaghlyra, or Neals-			Ballymacrory - - -		
town - - -			Ballynalug - - -		
Ballinrally - - -			Boyle - - -		
Carrowreagh - - -			Clarahill - - -		
Garranbaun - - -			Coolnamony, Lower - - -		
Glencorra - - -			Coolnamony, Upper - - -		
Gortlusk - - -			Drumnabehy - - -		
Gortnaglogh - - -			Glebe - - -		
Island - - -			Kyle - - -		
Keeloge, North - - -	- ditto -	O'Moresforest.	Ross - - -		- ditto -
Stoagh - - -			Srahcullen - - -		
			Tinnahinch - - -		
Ballymoyle - - -			Cappagh, South - - -		
Barkmill - - -			Cloncourse - - -		
Clonagh - - -			Cloncullen - - -		
Clonaheen - - -			Clonagh - - -		
Cloncanon, Lower - - -			Derragh - - -		
Cloncanon, Upper - - -			Derrybeg - - -		
Clonygowan - - -			Gorteen - - -		
Clontyglass - - -	- ditto -	Portarlinton, South.	Trumra - - -		
Esker - - -			Clonanny - - -	- ditto -	Trumra.
O'Moresforest - - -			Inchacooly - - -		
Rossnagad - - -			Kilmullen - - -		
			Lea - - -		
Ballymorris - - -			Loughmansland Glebe - - -		
Bracklone - - -			Ullard, or Controversy-		
Coolagh - - -			land - - -		
Cooltedery - - -			Clondoolusk - - -		
Droughill - - -			Trascan - - -		
Firhogar - - -				King's -	Kilmullen.
Afoley - - -	- ditto -	Rearymore.			
Ballygillaheen - - -					
Clonduff - - -					
Drummond - - -					
Knockanowl - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MOUNTMELICK—continued.			MULLINGAR—continued.	All the Town- lands in this Union are in the County of Westmeath.	
Bogtown - - -	King's - -	Ballyshear.	Ardbrennan - - -	- - - - -	Ballymorin.
Clonyquin - - -			Ballymorin - - -		
Cushina - - -			Ballynacarrow - - -		
Derreen - - -			Cappaghman - - -		
Derryonnel - - -			Clonownmore - - -		
Kilcappagh - - -			Corr - - -		
Moanvane - - -			Dalystown - - -		
Aghanvilla - - -	- ditto - -	Clonygowan.	Farthingstown - - -		
Aghanvilla - - -			Gneevestown - - -		
Ard - - -			Kellybrook - - -		
Backwood - - -			Killeenerk - - -		
Ballinvoher - - -			Lalistown - - -		
Ballymacrossan - - -			Lenamore - - -		
Ballymacrossan - - -			Lockardstown - - -		
Clonygowan - - -			Lurgan - - -		
Down - - -			Moran's Park - - -		
Fearnamona - - -			Mweelra - - -		
Gorteenard - - -			Newbristly, South - - -		
Sranure - - -			Rathcarra - - -		
Annamoe - - -	- ditto - -	Hammerlane.	Rathnew - - -		
Barranaghs - - -			Taghboyne - - -		
Benfield - - -			Tobercormick - - -		
Borderreen - - -			Togherstown - - -		
Clonyhurk - - -			Toorcoffey - - -		
Cooltycanon - - -			Ushnagh Hill - - -		
Garryhinch - - -			Aghrassy - - -		
Kilkeeran - - -			Ballykilroe - - -		
Killeen - - -			Ballynagore - - -		
Magheranaskeagh - - -			Balrath - - -		
Rathmore - - -			Benalbit and Derryroe - - -		
Ballykean - - -	- ditto - -	O'Dempsey.	Cloughague - - -		
Ballintogher - - -			Commeenlonagh, or Agh- anamanagh - - -		
Kilcooney - - -			Cumminstown - - -		
Raheen - - -			Garryduff - - -		
Urney - - -			Knockmore - - -		
Bishopswood - - -	- ditto - -	Portarlinton, North.	Knockycosker - - -		
Derryvilla - - -			Loughanlewnaght - - -		
Kilmalogue - - -			Rahinmore - - -		
Shanderry - - -			Teernacreeve - - -		
Tinacrannagh - - -			Toorlismamore - - -		
MULLINGAR:	All the Town- lands in this Union are in the County of Westmeath.	Ballinalack.	Tullaghnacrossan - - -		
Ballinalack - - -			Anneville, or Rathduff - - -		
Ballyvade - - -			Belvidere - - -		
Cappagh - - -			Gainestown - - -		
Carrick - - -			Gorteen - - -		
Cullenhugh - - -			Lynn - - -		
Farrow - - -			Paslicktown - - -		
Fulmort - - -			Prebaun - - -		
Glebe - - -			Rochford Demesne - - -		
Grange - - -			Strahenry - - -		
Heathland - - -			Tallyho - - -		
Knockmorris - - -			Tullanisky - - -		
Leny - - -			Tyrrelstown - - -		
Leny - - -			Seven small Islands - - -		
Rathaniska - - -			Beggstown - - -		
Rathaniska - - -			Brackagh - - -		
Rathbennett - - -			Carrick - - -		
Ballykilmore - - -			Dunboden Demesne - - -		
Garrane - - -			Friarstown - - -		
Gneevebane - - -			Gaddaghanstown - - -		
Newcastle - - -			Gaddaghanstown - - -		
Piercetown - - -			Higginstown - - -		
Rahincuil - - -			Kilbride - - -		
Rathgarrett - - -			Moorerow, or Tonlegee - - -		
		Ballykilmore.	Robinstown - - -		
			Robinstown - - -		
			Walterstown - - -		
			Whitewell - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>MULLINGAR—continued.</i>	All the Town- lands in this Union are in the County of Westmeath.	Castle.	<i>MULLINGAR—continued.</i>	All the Town- lands in this Union are in the County of Westmeath.	Clonfad.
Baltrasna - - -			Calverstown - - -		
Clongawny - - -			Castlelost, West - - -		
Curraghmore - - -			Clonfad - - -		
Marlinstown - - -			Dalystown - - -		
Marlinstownbeg - - -			Guilford, or Davidstown - - -		
Rathconnell - - -			Kilbrennan - - -		
			Meedian - - -		
			Rathnure - - -		
			Templeoran, North - - -		
Castlelost - - -	- - -	Castlelost.	Templeoran, South - - -	- - -	Clonlost.
Clontytallen - - -			Tyrrellspass - - -		
Derry - - -					
Farthingstown - - -			Ballycor - - -		
Fearmore - - -			Balrath, East - - -		
Kiltotan and Coliens- town - - -			Balrath, North - - -		
Oldtown - - -			Balrath, West - - -		
Rahanine - - -			Clonlost - - -		
			Crosserdree - - -		
			Edmondstown - - -		
Adamstown - - -	- - -	Castletown.	Fennor - - -	- - -	Derrymore.
Ballinlaban - - -			Killynan (Pratt) - - -		
Ballybrown - - -			Reynella - - -		
Ballyhast - - -			Tevrin - - -		
Ballynacoska - - -					
Bredagh - - -			Annaskinnan - - -		
Cappaduff - - -			Ballyhaw - - -		
Castletown - - -			Brutonstown - - -		
Coolfin - - -			Brutonstown, Little - - -		
Donore Demesne - - -			Derrymore - - -		
Dooraheen - - -	- - -	Castletown.	Hydepark - - -	- - -	Dysart.
Dromore - - -			Wardenstown - - -		
Glengorm - - -					
Gneevebeg - - -			Ballyhandy - - -		
Gneevebrack - - -			Barrettstown - - -		
Killalea - - -			Dysart - - -		
Killard - - -			Rathnamuddagh - - -		
Killeen - - -			Six small Islands - - -		
Kippenduff - - -					
Knockacurra - - -			Ballymaglavy - - -	- - -	Emper.
Lurrig - - -	- - -	Churchtown.	Ballynacarrow - - -		
Mabrista - - -			Castlegaddery - - -		
Rathdrishoge - - -			Churchtown - - -		
Rathnugent - - -			Conlanstown - - -		
Skeheen (Nagle) - - -			Emper - - -		
Spittaltown - - -			Lakingstown - - -		
Sraneeg - - -			Rath (Malone) - - -		
Tullaghanmore - - -			Rathcaled - - -		
Tullaghansleek - - -					
Adamstown - - -	- - -	Churchtown.	Ballintlevy - - -	- - -	Enniscoffey.
Balrath - - -			Bellfield, or Brannocks- town - - -		
Ballynafearagh - - -			Claremount, or Cum- mingstown - - -		
Churchtown - - -			Enniscoffey, or Cavan - - -		
Clontinteen - - -			Pass of Kilbride - - -		
Conranstown - - -			Rathcam, or Lemongrove - - -		
Coyne - - -			Mudmill, or Black Island - - -		
Crissaun - - -					
Croughal - - -			Gallstown - - -		
Dundonnell - - -			Gallstown - - -		
Glomerstown - - -	- - -	Cloghan.	Gaybrook Demesne - - -	- - -	Gaybrook.
Jamestown - - -			Gibbonstown - - -		
Milltown - - -			Gortumly - - -		
Nicholastown - - -			Mahonstown - - -		
Rathcore - - -			Simonstown - - -		
Redmondstown - - -			Simonstown - - -		
Rogerstown - - -					
			Ballygarvey - - -		
Aghadagh - - -			Ballygarveybeg - - -		
Cloghanumera - - -			Bardanstown - - -		
Cooksborough - - -	- - -	Cloghan.	Carrigagh - - -	- - -	Glenlough.
Killynan (Cooke) - - -					
Macetown - - -					
Mountrobert - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MULLINGAR—continued.	All the Town-		MULLINGAR—continued.	All the Town-	
Clonaboy - - -	lands in this		Garhy - - -	lands in this	
Corry - - -	Union are in		Jamestown - - -	Union are in	Jamestown.
Cross - - -	the County of		Killarechurch - - -	the County of	
Crumlin, or Rockfield -	Westmeath.		Killeagh - - -	Westmeath.	
Curristeen - - -			Killeenagh - - -		
Henfield - - -			Kilnalug - - -		
Illanawalla Island -		Glenlough.	Abbeyland and Charles-		
Joanstown - - -			town, or Ballynamo-		
Killinagh - - -			naster - - -		
Kilmacahill, or Caraun -			Ballallen - - -		
Mace - - -			Ballintue - - -		
Rathaspick - - -			Ballycorkey - - -		
Rathclittagh - - -			Ballyhoreen - - -		
Stongaluggaun - - -			Ballynacarrigy (Old) -		
			Ballynacarrigy - - -		
Brottonstown - - -			Ballynacrogghy, or Gal-		
Brottonstown, Little -			lowstown - - -		
Bryanstown - - -			Baronstown - - -		
Coolnahay - - -			Baronstown Demesne -		
Drumlose - - -		Greenpark.	Cumminstown - - -		Kilbixy.
Hanstown - - -			Deerpark - - -		
Shanonagh - - -			Grange - - -		
Strattonstown - - -			Kilbixy - - -		
Strokestown - - -			Kilmacnevan - - -		
Tuitestown - - -			Laragh - - -		
Yorkfield - - -			Moranstown - - -		
			Rath - - -		
Clonfad - - -			Toor Commons - - -		
Coolcahan - - -			Tristernagh - - -		
Correllstown - - -			Tristernagh Demesne -		
Crossanstown - - -			Tristernagh Island -		
Griffinstown - - -		Griffinstown.	Watchman's Island -		
Hightown, or Ballough-					
ter - - -			Ballinaspick, or Bishops-		
Lowtown, or Balleighter			town - - -		
Rattin - - -			Ballinive - - -		
			Ballinkeeny, or Moss-		
Castledown - - -			town - - -		
Greatdown - - -			Ballinlavan - - -		
Heathstown - - -		Heathstown.	Ballyclogher - - -		
Knockaville - - -			Bessville - - -		
Newdown - - -			Bracknahevla - - -		
Wooddown - - -			Clare - - -		
			Clonboy, or Ballinacor -		
Ballina - - -			Clyglass - - -		
Carton - - -			Dungaghy - - -		
Curristown, or Bellmount			Gibstown - - -		
Habsborough - - -			Killarecastle - - -		
Hopetown - - -		Hopetown.	Killaroo - - -		
Keoltown - - -			Killeenagroagh - - -		
Kilpatrick - - -			Killeenbrack - - -		
Ladestown - - -			Mosstown Demesne -		
Rathcolman - - -			Rackavia - - -		
			Rathskeagh, Lower -		
Banagher - - -			Rathskeagh, Upper -		
Cloncullen - - -			Rowe, or Toordillon -		
Clonickilvant - - -			Taghnafearagh - - -		
Edmondstown - - -			Tullagh, Upper, or Kil-		
Huntingdon - - -			leenbane - - -		
Kerinstown and Balrowan					
(Rowley) - - -		Huntingdon.	Ballinla - - -		
Knockmant - - -			Balrowan (Pakenham) -		
Knocksimon - - -			Curristown - - -		
Lisnabin - - -			Cushinstown - - -		
Porterstown (Cooke) -			Glebe - - -		
Porterstown (Napper) -			Grehanstown - - -		
Rathbrack - - -			Hodgestown - - -		
			Killucan - - -		Killucan.
Aghabrack - - -			Mill Land - - -		
Bunanagh - - -		Jamestown.	Rathwire, Lower - - -		
Carn - - -			Rathwire, Upper - - -		
Clonyrina - - -			Rathnarrow - - -		
Creeve - - -			Riverstown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
MULLINGAR— <i>continued.</i>	All the Town- lands in this Union are in the County of Westmeath.		MULLINGAR— <i>continued.</i>	All the Town- lands in this Union are in the County of Westmeath.	
Sarsfieldstown - - -	}	Killucan.	Abbeyland - - -	}	
Simonstown - - -			Ballindurrow - - -		
Thomastown - - -			Ballinphort - - -		
Wadestown - - -			Ballinriddara - - -		
Aghamore - - -	}	Kinnegad.	Ballynaclonagh - - -	}	Multyfarnham.
Cloncrave - - -			Ballynakill - - -		
Derryboy - - -			Clonava - - -		
Kinnegad - - -			Donore - - -		
Monganstown - - -	}	Knockdrin.	Froghanstown - - -	}	Newtown.
Brittas - - -			Lismalady - - -		
Cartron - - -			Multyfarnham - - -		
Clonkill - - -			Multyfarnham, or Fear- branagh - - -		
Clonsheever - - -	}	Lackan.	Multyfarnham, or Fear- branagh - - -	}	Owel.
Curraghbruck - - -			Rathganny - - -		
Drimmore - - -			Soho - - -		
Garraree - - -			Tober - - -		
Kilmaglish - - -	}	Middleton.	Ardmorney - - -	}	Portloman.
Knockatee - - -			Ballymachugh - - -		
Knockdrin - - -			Cloncrow - - -		
Knockdrin - - -			Cloncullen - - -		
Knockdrin - - -	}	Milltown.	Cornaher - - -	}	Raharney.
Loughagarbeg - - -			Garryduff - - -		
Loughagarmore - - -			Higginstown, New Forest		
Moneylea - - -			Kilcloghan - - -		
Parsonstown - - -	}	Mullingar.	Killavally - - -	}	
Quarry - - -			Newtownlow - - -		
Toberaquil - - -			Rahinashane and Spittal- town - - -		
Ballyharney - - -			Rahinashurock - - -		
Lackan - - -	}	Mullingar.	Torgue - - -	}	
Lackanwood - - -			Ballynagall - - -		
Ballybrennan - - -			Ballynagall - - -		
Cloonagh - - -			Ballynagall - - -		
Clonsingle - - -	}	Mullingar.	Brockagh - - -	}	
Keelbeg - - -			Church Island - - -		
Kilbalraherd - - -			Culleenbeg - - -		
Kilhugh - - -			Culleenmore - - -		
Killinlahan - - -	}	Mullingar.	Farranistick - - -	}	
Lissakilly - - -			Two Islands - - -		
Monaghanstown - - -			Ballyedward - - -		
Nure, or Lilleput - - -			Balrath - - -		
Corcloon - - -	}	Mullingar.	Clondardis - - -	}	
Drumman - - -			Clondardis - - -		
Drumman - - -			Grangegeeth - - -		
Milltown - - -			Johnstown - - -		
Ardvaghan - - -	}	Mullingar.	Lugnagullagh - - -	}	
Ardmore - - -			Monroe - - -		
Ballagh - - -			Monroe, or Johnstown (Nugent) - - -		
Ballinderry - - -			Mount Murray - - -		
Ballyglass - - -	}	Mullingar.	Parcellstown - - -	}	
Balnamonah, or Charlestown			Piercefield - - -		
Bellview - - -			Piercefield, or Temple- oran - - -		
Boardstown - - -			Portloman - - -		
Clonmore - - -	}	Mullingar.	Scurlockstown - - -	}	
Farranfolliot - - -			Slanebeg - - -		
Grange, North - - -			Slanemore - - -		
Grange, South - - -			Wattstown - - -		
Irishtown - - -	}	Mullingar.	Two Islands - - -	}	
Mullingar - - -			Chanonstown - - -		
Mullingar Commons - - -			Clonreagh - - -		
Newtown - - -			Corbally - - -		
Petitswood - - -	}	Mullingar.	Corbetstown - - -	}	
Plodstown - - -			Creggstown - - -		
Rathgowan, or Farranshock					
Robinstown (Livinge) - - -					
Robinstown (Tyrrell) - - -	}	Mullingar.		}	
Sarsanstown - - -					
Springfield, or Spittlefield					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>MULLINGAR—continued.</i>	All the Town- lands in this Union are in the County of Westmeath.		<i>MULLINGAR—continued.</i>	All the Town- lands in this Union are in the County of Westmeath.	
Higginstown - - -		Raharney.	Blackmiles - - -		
Joristown, Lower - -			Down - - -		
Joristown, Upper - -			Galmoylestown, Lower -		
Millerstown - - -			Galmoylestown, Upper -		
Mylestown - - -			Garrysallagh - - -		
Priesttown - - -			Killintown - - -		
Raharney - - -			Knockbody - - -		Stonehall.
Sion Hill - - -			Larkinstown - - -		
			Martinstown - - -		
Balgarrett - - -			Monintown - - -		
Balleagny - - -			Monintown - - -		
Ballinlug - - -			Stonehall - - -		
Ballyglass - - -			Tyfarnham - - -		
Davidstown - - -					
Glascarn - - -					
Killahugh - - -		Rathconrath.	Ardnurcher - - -		
Loughan - - -			Ballyhattan - - -		
Milltown - - -			Ballymamullen - - -		
Parcelstown - - -			Cloghanaskaw - - -		
Rathconrath - - -			Corgarve - - -		
Rathtrim - - -			Gawny - - -		
Simonstown - - -			Gneevekeel - - -		
			Killeenycallaghan - -		
Ardillon - - -			Kilnagalliagh - - -		
Burnellstown - - -			Kilpatrick - - -		
Catherinestown - - -			Lissavra, Big - - -		Streamstown.
Cartrouganny - - -			Lissavra, Little - - -		
Clonmoyle - - -			Monaduff - - -		
Clownstown - - -					
Corbally - - -		Russellstown.	Shurock - - -		
Glendevine - - -			Skeheen (Evans) - - -		
Plodstown - - -			Sraduff - - -		
Russellstown - - -			Streamstown - - -		
Russellstown, Little -			Syonan - - -		
Tornanstown - - -			Teermore - - -		
Villanstown - - -			Templemacateer - - -		
Windtown - - -					
			Balreagh - - -		
Ballard - - -			Clondalever - - -		
Balrath - - -			Downs - - -		
Bigfurze - - -			Farrancallin - - -		
Cleggarnagh - - -			Foxburrow - - -		
Clonymurtagh - - -			Glebe - - -		Taghmon.
Corkan - - -			Jeffrystown - - -		
Curraghboy - - -			Monkstown - - -		
Irishtown - - -			Rathcorbally - - -		
Kilgawny - - -			Sheefin - - -		
Lisnacask - - -		Skeagh.	Taghmon - - -		
Luggygalla - - -					
Modranstown - - -			Ballard - - -		
Newbristly, North - -			Ballyboy - - -		
Pishanagh - - -			Ballynaclin - - -		
Rathcastle - - -			Ballyote - - -		
Rathduff - - -			Slanestown - - -		Tullaghan.
Rolandstown - - -					
Skeaghbeg - - -			Tullaghan - - -		
Skeaghmore - - -			Walshestown, North -		
			Walshestown, South -		
Ballyhug - - -			Two Islands - - -		
Ballysallagh (Fox) - -					
Ballysallagh (Tuite) -			Ballynafid - - -		
Balroe - - -			Ballynafid - - -		
Culliaghstown - - -			Clanbough Demesne -		
Carton - - -			Clanbough Demesne -		
Gaddrystown - - -		Sonna.	Culleenabohoge - - -		
Kildallan - - -			Culleendarragh - - -		Woodland.
Kildallan, North - -					
Kill - - -			Kilpatrick - - -		
Kilpatrick - - -			Knightstown - - -		
Rathmore - - -			Loughanstown - - -		
Sonna Demesne - - -			Portnashangan - - -		
			Rathlevanagh - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NAAS:			NAAS—continued.		
Ardenode - - -			Branneckstown - -		
Ballydallagh - -			Brannockstown - -		
Ballymore Eustace, East			Brownstown - - -		
Ballymore Eustace, West			Carnalway - - -		
Bishopshill Commons -			Coghlanstown - -		
Bishopslane - - -			Cramersvalley - -		
Bishopslane - - -			Delamain - - -		
Briencan - - -			Dunnstown - - -		
Broadleas Commons -			Flemingstown, North		
Brumlin - - -			Flemingstown, South, or		
Coghlanstown - - -	Kildare - -	Ballymore	Tonaphuca - - -		
Donode - - -		Eustace.	Harristown - - -		
Dallarees Commons -			Harristown Common		
Forsepasstown - - -			Johnstown - - -	Kildare - -	Carnalway.
Kimmeens - - -			Kilcullen Bridge - -		
Longstone - - -			Knockatippaun - -		
Leasons - - -			Logstown - - -		
Silverhill, Lower - -			Mullacash, Middle -		
Silverhill, Upper - -			Mullacash, North - -		
Sousheen Common - -			Mullacash, South - -		
Tinnycross - - -			Mullaghboy - - -		
Ballysax, Great - - -			Mylerstown - - -		
Ballysax Hills - - -			Oldtown - - -		
Ballysax, Little - - -			Rochestown - - -		
Ballysax, Plain - - -			Sallymount Demesne -		
Brownstown, Great - -	- ditto - -	Ballysax, East.	Silliothill - - -		
Brownstown, Little - -			Walterstown - - -		
Brownstown, Lower - -					
Curragh - - -			Carragh - - -		
Moortown - - -			Castlekeely - - -		
Ballyfair - - -			Derreens - - -		
Bohergoy, Lower - - -			Gingerstown - - -	- ditto - -	Carragh.
Bohergoy, Upper - - -			Halverstown - - -		
Brownstown, Upper - -			Raheens - - -		
Carn - - -			Thomastown - - -		
Churchland, East - - -			Yeomanstown - - -		
Churchland, South - -					
Churchland, West - -			Abbeyland - - -		
Common, North - - -	- ditto - -	Ballysax, West.	Ballynaboley - - -		
Common, South - - -			Ballynagappagh - -		
Emlagher - - -			Betaghstown - - -		
Maddenstown Demesne			Butlerstream Commons		
Maddenstown, Middle -			Capdoo - - -		
Maddenstown, North -			Capdoo Commons - -		
Maddenstown, South -			Carrigeen - - -		
Sheshoon - - -			Clane - - -		
Suncroft - - -			Crockaun Commons -		
Ballyhays - - -			Firmount Demesne -	- ditto - -	Clane.
Baronrath - - -			Firmount, East - -		
Blackhall - - -			Firmount, West - -		
Bodenstown - - -			Hoganswood - - -		
Castlesize - - -			Hoganswood, East -		
Clownings - - -			Kilmurry - - -		
Daars, North - - -			Loughbollard Commons		
Daars, South - - -			Loughanure Common -		
Keeloges - - -			Millicent Demesne -		
Killeenmore - - -			Millicent, North - -		
Ladycastle, Lower - -			Millicent, South - -		
Ladycastle, Upper - -			Moat Commons - - -		
Ladyhill - - -	- ditto - -	Bodenstown.			
Littlerath - - -			Aghpandeen - - -		
Prospect - - -			Ballysize - - -		
Rathmore - - -			Barrettstown - - -		
Sallins - - -			Donore - - -		
Sherlockstown - - -			Fleshtown - - -	- ditto - -	Donore.
Sherlockstown Common			Landenstown - - -		
Shortwood - - -			Newtowndonore - -		
Turnings - - -			Oldtowndonore - -		
Turnings, Lower - - -			Stickins - - -		
Turnings, Upper - - -			Waterstown - - -		
Whitechurch - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
NAAS—continued.			NAAS—continued.			
Cott - - -	Kildare - -	Downings.	Bishopsland - - -	Kildare - -	Kildare.	
Curryhill - - -			Brallistown - - -			
Downings, North - - -			Brallistown Commons - - -			
Downings, South - - -			Brallistown, Little - - -			
Goatstown - - -			Cloghgarret Glebe - - -			
Killybegs - - -			Collaghknock Glebe - - -			
Killybegs Demesne - - -			Crockanure Glebe - - -			
Longtown Demesne - - -			Curragh - - -			
Longtown, North - - -			Curraghfarm - - -			
Longtown, South - - -			Greyabbey - - -			
Blackmillershill - - -	- ditto - -	Dunmurry.	Kildare - - -	- ditto - -	Kill.	
Boherkill - - -			Kilnagornan - - -			
Carrickanearla - - -			Kingsbog or Common - - -			
Conlanstown - - -			Knockshough Glebe - - -			
Dunmurry, East - - -			Loughlion - - -			
Dunmurry, West - - -			Loughminane - - -			
Friarstown - - -			Mooretown - - -			
Grange Common - - -			Newtown - - -			
Grange Common - - -			Shanacloon - - -			
Guidenstown, North - - -			Silliothill - - -			
Guidenstown, South - - -	- ditto - -	Feighcullen.	Southgreen - - -	- ditto - -	Killashee.	
Keeloge - - -			Southgreen - - -			
Killeagh Common - - -			Strawhall - - -			
Killeagh Common - - -			Tully, East - - -			
Killeagh Common - - -			Tully, West - - -			
Kilmoney, South - - -			Whitesland, East - - -			
Loughandys - - -			Whitesland, West - - -			
Rahilla Commons - - -			Arthurstown - - -			
Rahilla Commons - - -			Boherphilip - - -			
Rahilla Glebe - - -			Broguestown - - -			
Baronstown, West - - -	- ditto - -	Gilltown.	Fodeens - - -	- ditto - -	Kilmeage, South.	
Blakestown - - -			Greenhills - - -			
Cannonstown - - -			Hartwell, Lower - - -			
Christianstown - - -			Hartwell, Upper - - -			
Grangecommon - - -			Johnstown - - -			
Milltown - - -			Kerdiffstown - - -			
Punchersgrange - - -			Kill, East - - -			
Wheelam - - -			Killeenbeg - - -			
Alliganstown - - -			Kill Hill - - -			
Ardinode - - -			Kill, West - - -			
Ballybought - - -	- ditto - -	Kilcullen.	Newtown - - -	- ditto - -		
Boleybeg - - -			Painestown - - -			
Coldwells - - -			Palmerstown - - -			
Gilltown - - -			Palmerstown Demesne - - -			
Gilltown Common - - -			Rathgorragh - - -			
Gaganstown - - -			Thornberry - - -			
Grangebeg - - -			Tobertown - - -			
Grangemore - - -			Bawnoge - - -			
Grangemore - - -			Donode - - -			
Kennycourt - - -			Killashee - - -			
Milemill - - -	- ditto - -	Kilcullen.	Morganstown - - -	- ditto - -		
Moorhill - - -			Punchestown - - -			
Moorhill - - -			Punchestown, Great - - -			
Newabbey - - -			Punchestown, Little - - -			
Whiteleas - - -			Sillagh - - -			
Cartersbog - - -			Swordlestown, North - - -			
Castlefish - - -			Swordlestown, South - - -			
Castlemartin - - -			Tipperkevin - - -			
Common - - -			Walshestown - - -			
Glebe, North - - -			Allenwood, Middle - - -	- ditto - -		
Glebe, South - - -			Allenwood, North - - -			
Halverstown - - -			Allenwood, South - - -			
Kilcullen Bridge - - -			Ballyteige, North - - -			
Kineagh - - -			Derrymullen - - -			
Knockaulin - - -			Drumsru - - -			
Knockbounce - - -			Ballintine - - -			
Nicholastown - - -			Ballyteige, South - - -			
Old Kilcullen - - -			Cloncumber - - -			
Sunny Hill - - -			Coolaght - - -			
Toberogan - - -						
Yellowbog Common - - -						

UNION AND TOWNSHIPS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNSHIPS.	COUNTY.	ELECTORAL DIVISIONS.
<i>-continued.</i>			NAAS— <i>continued.</i>		
Ageclare, East -	Kildare -	Kilmeage, South.	Rathasker - - -	Kildare -	Naas.
Ageclare, Little -			Rathasker - - -		
Ageclare, West -			Tipper, North - - -		
agh - - -			Tipper, South - - -		
League - - -			Tipper, West - - -		
League, Little -				- ditto -	Newbridge.
etown - - -			Blackrath and Athgarvan		
etown - - -			Greatconnell - - -		
park - - -			Clownings - - -		
			Corbally - - -		
ckdown - - -	- ditto -	Kilteel.	Greenhills - - -		
ahocka - - -			Hillsborough - - -		
wellstown - - -			Oldtown - - -		
wellstown Hill -			Rosetown - - -		
dstown - - -			Walshetown - - -		
dstown Hill - -				- ditto -	Newtown.
y Hill - - -			Athgarrell - - -		
el, Lower - - -			Barretstown - - -		
el, Upper - - -			Blackhall - - -		
hilltown - - -			Commons - - -		
own - - -			Dowdenstown, Great		
erstown - - -			Dowdenstown, Little		
hestown, Lower -			Elverstown, Great		
bane - - -			Elverstown, Little		
more, East - - -	- ditto -	Ladytown.	Glebe, East - - -		
vescastle - - -			Glebe, West - - -		
			Glenmore - - -		
dingstown - - -			Greenhall, Lower		
ertstown - - -			Greenhall, Upper		
town - - -			Kilmalum - - -		
stown - - -			Lugadown - - -		
stown - - -			Newtown, Great		
hall - - -			Newtown, Little		
and, North - - -			Newtown Park - - -	- ditto -	Oldconnell.
and, South - - -	- ditto -	Morristown- biller.	Nun's Land - - -		
and, West - - -			Slate Quarries - - -		
own - - -			Slieveroe - - -		
enstown, North -			Walshetown - - -		
enstown, South -					
			Barrettstown - - -		
many - - -			Blacktrench - - -		
gowna - - -			Clongorey - - -		
mon - - -			Coolreagh - - -		
elscourt - - -	- ditto -	Morristown- biller.	Lattensbog - - -		
anstown - - -			Littleconnell - - -		
ckfield - - -			Morristown, Little		
elin - - -			Morristown, Lower		
rfield - - -			Morristown, Upper		
istownbiller - -			Newhall - - -		
etown - - -			Oldconnell - - -		
ardstown - - -			Tankardsgarden - -		
erry - - -				- ditto -	Oughterard.
etstown - - -			Alasty - - -		
			Bishops court, Lower		
bell - - -			Bishops court, Upper		
dfield - - -			Blackhill - - -		
lockstown Demesne			Blackchurch - - -		
lockstown, East -			Boston - - -		
lockstown, North -			Castlewarden, North		
lockstown, West -			Castlewarden, South		
instown - - -	- ditto -	Naas.	Huttonread - - -		
ashee - - -			Kilwarden - - -		
gsfurze - - -			New Row - - -		
dlings - - -			Oughterard - - -		
read, North - -			Quinsborough - - -		
read, South - -			Tuckmilltown - - -		
s, East - - -				- ditto -	Pollardstown.
s, West - - -			Loughbrown - - -		
own - - -			Newtown - - -		
own Demesne - -			Pollardstown - - -		
erstown - - -			Rathbride - - -		
opluck - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.	
NAAS—continued.			NAAS—continued.			
Barnacrow - - -	Kildare - -	Rathernan.	Ballydonnell, North -	Wicklow - -	Blessington	
Barranstown, East -			Ballydonnell, South -			
Carrick - - -			Ballylow - - -			
Dunbyrne - - -			Ballynabrocky - - -			
Grangehiggin - - -			Ballynasculloge, Lower -			
Pluckerstown - - -			Ballynasculloge, Upper -			
Pluckerstown - - -			Ballynatona - - -			
Rathernan - - -			Ballysmuttan, Lower -			
Russellstown - - -			Ballysmuttan, Upper -			
			Ballyward - - -			
Baltracey - - -	- ditto - -	Rathmore.	Blackrock - - -	- ditto - -	Burgage.	
Baysland - - -			Blessington - - -			
Bullockpark - - -			Blessington Demesne -			
Burntfurze - - -			Butter Hill - - -			
Caureen - - -			Crosscoolharbour - -			
Crosscoolharbour - -			Deerpark - - -			
Eadestown - - -			Dillonsdown - - -			
Forenaghts, Great -			Edmondstown - - -			
Forenaghts, Little -			Haylands - - -			
Greenmount - - -			Hempstown - - -			
Haynestown - - -	- ditto - -	Robertstown.	Holyvally - - -	- ditto - -	Killbri	
Hempstown Commons -			Knockieran, Lower -			
Morrinstown - - -			Knockieran, Upper -			
Newtown - - -			Lugnagun, Great - -			
Newtown - - -			Lugnagun, Little - -			
Newtown, Baltracey -			Newpaddocks - - -			
Philipstown - - -			Oldcourt - - -			
Pipershall - - -			Oldpaddocks - - -			
Punchestown, Upper -			Rathnabo - - -			
Rathmore, West - -			Santryhill - - -			
Redbog - - -	- ditto - -	Timahoe, North	Three Castles - - -	- ditto - -	Killbri	
Slatequarries - - -			Blakestown, Lower -			
Tipper, East - - -			Blakestown, Upper -			
Westown - - -			Boystown, or Baltiboys, Lower - - -			
Wolfestown - - -			Boystown, or Baltiboys, Upper - - -			
Blackwood - - -			Britonstown - - -			
Blackwood - - -			Burgage More - - -			
Brockagh - - -			Burgage Moyle - - -			
Coolree - - -			Glashina - - -			
Graigues - - -			Humphreystown - - -			
Moods - - -	- ditto - -	Timahoe, South.	Lugnagroagh - - -			
Mylerstown - - -			Rathballylong - - -	- ditto - -		
Robertstown, East -			Russborough - - -			
Robertstown, West -			Russellstown - - -			
Ballynafagh - - -			Tulfarris - - -			
Coolgmartin - - -			Aghfarrell - - -			
Corkeragh - - -			Athdown - - -			
Derrycrib - - -			Ballyfolan - - -			
Derryvarroge - - -			Ballyfoyle - - -			
Garvoe - - -			Brittas - - -			
Gilltown - - -	Butter Mountain - -					
Staplestown - - -	- ditto - -	Usk.	Carrignagower - - -	- ditto - -		
Timahoe, East - - -			Cloghleagh - - -			
Timahoe, West - - -			Goldenhill - - -			
Coolcarrigan - - -			Kilbride - - -			
Coolearagh, East - -			Kippure - - -			
Coolearagh, West - -			Knockatillane - - -			
Corduff - - -			Knockbane - - -			
Hodgestown - - -			Lisheens - - -			
Ballymount - - -			Moanaspick - - -	Dublin - -		
Baronsland - - -			- ditto - -			Usk.
Brewel, East, or Merville	Shankill - - -					
Brewel, West - - -	Tinode - - -					
Dalkinstown - - -	Brittas, Big - - -					
Gilbinstown - - -	Brittas, Little - - -					
Gormanstown - - -						
Kilgowan - - -						
Killinane - - -						
Kingsland - - -						
Usk - - -						
Usk, Little - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
AS—continued.			NAVAN—continued.		
Ballinagee - - -	Wicklow	Lackan.	Carnacop - - -	All the Town- lands in this Union are in the County of Meath.	Castletown.
Ballinahown - - -			Castletown - - -		
Ballyknockan - - -			Fringestown - - -		
Ballynastockan - - -			Headstown - - -		
Ballynultagh - - -			Julianstown - - -		
Carrig - - -			Painestown - - -		
Carrigknock - - -			Stephenstown - - -		
Glenbride - - -			Stokesquarter - - -		
Kilbeg - - -			Yellowleas - - -		
Lackan - - -					
Lroughan - - -			Arch Hall - - -	All the Town- lands in this Union are in the County of Meath.	Castletown.
NAVAN:	All the Town- lands in this Union are in the County of Meath.		Clongill - - -		
Ardbraccan - - -			Dowthstown - - -		
Betaghstown - - -			Fletcherstown - - -		
Boyerstown - - -			Glebe - - -		
Curraghstown - - -			Oristown - - -		
Durhamstown - - -			Balsaw - - -		
Fainstown - - -			Castletown Kilberry - - -		
Glebe - - -			Demailestown - - -		
Grange - - -			Kilberry - - -		
Manlonstown - - -			Moortown - - -		
Crishstown - - -	Ardbraccan.		Rathcoon - - -	Donaghpatrick.	
Mullaghmore, or Allers- town - - -			Silloge - - -		
Neillstown - - -			Tankardrath - - -		
Neillstown Park - - -			Wilkinstown - - -		
Ongenstown - - -			Boodies - - -		
Churchtown - - -			Donaghpatrick - - -		
Dunderry - - -			Gibstown - - -		
Falltown - - -			Gibstown Demesne - - -		
Liscartan - - -			Milestown - - -		
McCallanstown - - -			Mullaghard - - -		
Tankardstown - - -			Randalstown - - -		
			Tatestown - - -		
Brownstown - - -	Ardmulchan.		Cusackstown - - -	Kentstown.	
Dealtoge - - -			Monkstown - - -		
Follistown - - -			Slandoff - - -		
Taffordstown - - -			Walterstown - - -		
Larristown - - -			Danestown - - -		
Haystown and Carnuff, Little - - -			Ballymagarvey - - -		
Kingstown and Carnuff, Great - - -			Burtonstown - - -		
Gerrardstown - - -			Curraghtown - - -		
Morrell - - -			Flemingstown - - -		
Oldtown - - -			Kentstown - - -		
Bellewstown - - -	Bective.		Knockharley - - -	Navan.	
Clonmalevin - - -			Tuiteragh - - -		
Philpotstown - - -			Veldonstown - - -		
Rataine - - -			Sicily - - -		
Shanbo - - -			Balrath - - -		
Balbradagh - - -					
Balbrigh - - -			Abbeyland - - -		
Balgill - - -			Abbeyland, South - - -		
Bective - - -			Ballybatter, or Balreask, New - - -		
Clonscullen - - -			Balreask, Old - - -		
Dunlough - - -	Castletown.		Boynehill, or Ballagh - - -		
Fillstown - - -			Clogherboy - - -		
Grange - - -			Commons - - -		
Mooney - - -			Dillonsland - - -		
Drakestown - - -			Duffslan - - -		
Leggagh - - -			Duncansland - - -		
Raffin - - -			Knockumber - - -		
Williamstown - - -			Limekilnhill - - -		
Dowdstown - - -			Moathill - - -		
Grange - - -			Mullaghboy - - -		
Knightstown - - -			Parkboy - - -		
Mountainstown - - -			Portanelogh - - -		
Knock - - -			Robinrath - - -		
Butlerstown - - -			Townparks - - -		
			Antylstown - - -		
			Batterstown - - -		
			Blackcastle - - -		
			Blackcastle Demesne - - -		
			Clonmagaddan - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NAVAN—continued.	All the Town- lands in this Union are in the County of Meath.	Navan.	NAVAN—continued.	All the Town- lands in this Union are in the County of Meath.	Stackallan.
Donaghmore - - -			Abelstown - - -		
Graigs - - -			Braystown - - -		
Nevinstown - - -			Faganstown - - -		
Proudstown - - -			Germanstown - - -		
Rathaldron - - -			Harlinstown - - -		
Simonstown - - -			Mullaghroe - - -		
Windtown - - -			Rochestown - - -		
Ardsallagh - - -			Roestown - - -		
Farranderry - - -			Shalvanstown - - -		
Kennastown - - -			Tankardstown - - -		
Macetown - - -			Causestown - - -		
Philpotstown - - -			Cruicetown - - -		
Williamstown, or Bawn - - -			Curniaghanstown - - -		
Dunmoe - - -			Harmanstown - - -		
Knockumber - - -			Pighill - - -		
Whistlemount - - -			Rushwee - - -		
Alexander Reid - - -			Stackallan - - -		
Athlumney - - -					
Bailis - - -					
Ferganstown and Bally- macon - - -			Cabragh - - -		
Johnstown - - -					
Mooretown - - -			Castletown Tara - - -		
Ardmulchan - - -			Dowdstown - - -		
Brannanstown - - -			Fodeen - - -		
Kilcarn - - -			Jordanstown - - -		
			Odder - - -		
Fennor - - -			Riverstown - - -		
Johnstown - - -			Ross - - -		
Cullen - - -			Lismullin - - -		
Gilltown - - -			Dowdstown - - -	Tara.	
Knockcommon - - -			Philpotstown - - -		
Newtown - - -			Blundelstown - - -		
Rathdrinagh - - -			Clonardran - - -		
Rossnaree - - -			Corballis - - -		
Dollardstown - - -			Gillstown - - -		
Painestown - - -			Assey - - -		
Seneschalstown - - -			Balgeeth - - -		
Thurstianstown - - -			Ballinter - - -		
			Bonfield - - -		
Chamberstown - - -					
Coghalstown - - -					
Corballis - - -			NENAGH:	All the Town- lands in this Union are in the County of Tipperary.	
Dreminstown - - -					
Dunderk - - -		Rathkenny.	Beaclave - - -		
Horistown - - -			Coonmore - - -		
Ladyrath - - -			Foildarragh - - -		
Mullagha - - -			Foilduff - - -		
Rathkenny - - -			Foilduff (Jackson) - - -		
Scottstown - - -			Goulmore - - -		
			Knockacullin - - -		
Ardealf - - -			Laghill - - -		
Brittstown - - -			Reardnogybeg - - -		
Bryanstown - - -			Reardnogymore - - -		
Carrickdexter - - -			Shanballyedmond - - -		
Cashel - - -			Toorenbrien, Lower - - -		
Castleparke - - -			Toorenbrien, Upper - - -		
Coalpits - - -					
Commons - - -					
Davidstown - - -			Aghnameadle - - -		
Fieldstown - - -			Ballinlough - - -		
Furzyhill - - -			Ballinveny - - -		
Harlinstown - - -		Slane.	Ballybeg - - -		
Higginstown - - -			Baurroe - - -		
Knockerk - - -			Blakefield - - -		
Knockmooney - - -			Coologe - - -		
Mooretown - - -			Curraheen - - -		
Mullaghdillon - - -			Glenaguile - - -		
Newrath - - -			Glenaguile - - -		
Rathmaiden - - -			Glenawinna - - -		
Rushwee - - -			Gortagarry - - -		
Slane - - -			Knockgarve - - -		
Slanecastle Demesne - - -			Knocknabrogue - - -		Aghnamead
			Stook - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NENAGH—continued.	All the Town- lands in this Union are in the County of Tipperary.		NENAGH—continued.	All the Town- lands in this Union are in the County of Tipperary.	
Arderony - - -			Ballaghveny - - -		
Shleypark - - -			Ballinree - - -		
Shleypark - - -			Ballyknockane - - -		
Shleypark - - -			Ballymackey - - -		
Ballinvilla - - -			Cappa - - -		
Ballynamurragh, North - - -			Carrooea - - -		
Ballynamurragh, South - - -			Clash - - -		
Ballyrickard, South - - -			Clashnevin - - -		
Ballythomas - - -			Clonalea - - -		
Barrickaneagh - - -		Arderony.	Clonteige - - -		
Clashateeaun - - -			Cloonmore - - -		
Coolderry - - -			Derrybane - - -		
Drumminascart - - -			Derrycarney - - -		
Portadalaun - - -			Falleen - - -		
Portawoer - - -			Garranthurles - - -		
Killea - - -			Garravally - - -		
Killea - - -			Garrynafanna - - -		
Kilruane - - -			Gortnadrumman - - -		Ballymackey.
Tagheranenagh - - -			Kilgorteen - - -		
Rockview - - -			Killeisk - - -		
Edgemoor - - -			Knockahunna - - -		
			Knockane - - -		
			Knockanglass - - -		
			Lismore - - -		
Ballina - - -			Lisnamoe - - -		
Ballycorrigan - - -			Lissanisky - - -		
Ballyea, North - - -			Newtown - - -		
Ballyea, South - - -			Pallas, East - - -		
Ballymalonebeg - - -			Pallas, West - - -		
Ballymalonemore - - -			Park - - -		
Cooldernory - - -			Park - - -		
Cullenagh - - -			Shanbally - - -		
Curraghmore - - -			Ummara - - -		
Currynatieeel - - -					
Glencree - - -		Ballina.	Ballindigny - - -		
Portlassabrien - - -			Ballinenagh - - -		
Inchabeg - - -			Ballygasheen - - -		
Inchamore - - -			Ballylisheen - - -		
Inchadrinagh - - -			Ballylisheen - - -		
Kilmaglasderry - - -			Ballylisheen - - -		
Knockadromin - - -			Ballynaclogh - - -		
Cooleagh - - -			Ballyquiveen - - -		
Roran - - -			Cloonmore - - -		
Four small Islands - - -			Coolagh - - -		
			Grallagh - - -		
Ballinahemery - - -			Jordansquarter - - -		
Ballygibbon - - -			Kerane - - -		
Ballymacue - - -			Kilnashanally - - -		
Ballymagree - - -			Kilriffet - - -		
Bantis - - -			Knockmeale - - -		
Bessborough - - -			Kylebeg - - -		
Clashnagraun - - -			Monaquill - - -		
Clooneen, Lower - - -			Pollanorman - - -		
Clooneen, Upper - - -			Pollanorman - - -		
Clooneen, Middle - - -			Sragh - - -		
Donnybrook - - -			Tooreen - - -		
Elmhill - - -			Traverston - - -		
Glenghilly - - -			Tullamoylin - - -		
Killowney, Big - - -		Ballygibbon.	Tullamoylin - - -		
Killowney, Little - - -					
Knockanabohilly - - -			Ballynahinch - - -		
Kylenaheskeragh - - -			Birdhill - - -		
Lisgarode - - -			Cappanakeady - - -		
Lisheenagower - - -			Coolderry - - -		
			Garraun - - -		
Middlewalk - - -			Gortybrigane - - -		
Moanfin - - -			Greenhills - - -		
Rapla, South - - -			Kilmastulla - - -		
Rathurles - - -			Lackenavea (Dunally) - - -		
Rathurles Commonage - - -			Lackenavea (Egremont) - - -		
Riverlawn - - -			Pollagh - - -		
Tooreigh - - -			Rossfinch - - -		
Wilton - - -			Shanbally - - -		
Woodville - - -			Thornhill - - -		
					Birdhill.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Ballycuddy - - -			Lisheentyrone, South - - -		
Ballycuddymore - - -			Seilly Island - - -		
Ballyhisky - - -			Shesharoe - - -		
Ballyhogan - - -			Townlough, Lower - - -		
Ballywilliam - - -			Townlough, Upper - - -		Castletown.
Burgesbeg - - -			Youghal - - -		
Carriggal - - -			Youghal Village - - -		
Castlecranna - - -		Burgesbeg.	<i>Eight small Islands</i> - - -		
Cloghleigh - - -					
Dromin - - -			Coolbaun - - -		
Gortmore - - -			Coumbeg - - -		
Gortnaskehy - - -			Curraghaviller - - -		
Gortycullane - - -			Derrybeg - - -		
Kilnaeranna - - -			Derry Demesne - - -		
Mountsack - - -			Drumbane - - -		
Seragg - - -			Englishtown - - -		
Ballycahill - - -			Grange - - -		
Ballyphilip - - -			Killary - - -		Derrycastle.
Barravie - - -			Killary (Hayes) - - -		
Bawn - - -			Killary (Smith) - - -		
Capparoe - - -			Leagane - - -		
Carrigatogher (Abbott) - - -			Newtown - - -		
Carrigatogher Bog (Ab- bott) - - -			Ryninch, Lower - - -		
Carrigatogher Bog (Hard- ing) - - -			Ryninch, Upper - - -		
Carrigatogher Bog (Ryan) - - -			Tountinna - - -		
Carrigatogher (Ryan) - - -			<i>Two small Islands</i> - - -		
Carrigatogher (Harding) - - -					
Carrow - - -			Addane - - -		
Downamona - - -			Ballycarn - - -		
Erinagh - - -		Carrigatogher.	Ballyhane - - -		
Garrymore - - -			Barnagore - - -		
Gortnacleha - - -			Boherlody - - -		
Kiltyrome - - -			Cooneen - - -		
Lisbrien - - -			Cooneen, South - - -		
Lisduff - - -			Counnagillagh - - -		
Lisheenacloonta - - -			Curraghleigh - - -		
Lissenhall - - -			Curreeny Commons - - -		
Lissyleamy - - -			Foildnamuck - - -		Dolla.
Monaroan - - -			Glenduff - - -		
Patrickswell - - -			Killeen - - -		
Sragh - - -			Lisgarriff - - -		
The Division - - -			Lisgarriff, East - - -		
Tulla - - -			Lisgarriff, West - - -		
Ballingeer - - -			Longjohns Hill - - -		
Ballycaridoge - - -			Turtulla - - -		
Ballyvaughan - - -			Windygap - - -		
Ballywilliam - - -					
Castlelough - - -			Ballinteenoe - - -		
Castletown - - -			Ballycahane - - -		
Cooneen - - -			Boher - - -		
Cloneybrien - - -			Cappadine - - -		
Cloneygowney - - -			Clonygaheen - - -		
Coole - - -			Curraheen - - -		
Corbally - - -			Goulreagh - - -		
Cornode - - -			Greenhall - - -		
Curragh - - -			Killalane - - -		Greenhall.
Drum - - -			Killeen - - -		
Faha - - -		Castletown.	Killoscully - - -		
Garranashingaun - - -			Knockmeale - - -		
Garranmore - - -			Longstone - - -		
Garrykennedy - - -			Shallee (Coughlan) - - -		
Garrymacteige - - -			Shallee, Upper and Lower - - -		
Glencrue - - -			Shallee (White) - - -		
Killoran - - -					
Kilparteen - - -			Annaholty - - -		
Lackamore - - -			Ballyard - - -		
Lackaroe - - -			Barna - - -		
Laghtea - - -			Cooleboreen - - -		
Landsdown - - -			Coole - - -		
Lisheenbrien - - -			Cooleen - - -		
Lisheentyrone - - -			Coolross - - -		Kilcomenty.
			Cragg - - -		
			Foildarrig - - -		
			Freagh - - -		
			Gortnavarnoge - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	Kilcomenty.	NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Portshane, East - - -			Ballincurra - - -		
Portshane, Middle - - -			Ballyconnor - - -		
Portshane, West - - -			Chalkhill - - -		
Killeen - - -			Cloghinch - - -		
Mountphilips - - -			Cloghonan - - -		
Knocknockane - - -			Curraghgrague, Lower - - -		
			Curraghgrague, Upper - - -		
Ballynamona - - -			Falleeny - - -		
Ballincurry - - -			Garrane - - -		
Ballintotty - - -			Garrane - - -		
Ballycrenode - - -			Garrane - - -		
Ballycrenode - - -			Gorteenavalla - - -		
Ballynalick - - -			Gortnagowna - - -		
Ballyvauran - - -			Gortnalara - - -		
Barrick (Dawson) - - -			Gurteen - - -		
Barrick (Peacocke) - - -		Kilkeary.	Killavalla - - -		Kilnaneave.
Colderry - - -			Killavalla - - -		
Curraghanuddy - - -			Kilnaneave - - -		
Frenanstown - - -			Knockacraheen - - -		
Frenanstown - - -			Knockadigeen - - -		
Kilconane - - -			Knockfune - - -		
Kilkeary - - -			Lackenavorna - - -		
Knockbrack - - -			Loughane, Lower - - -		
Lillbrook - - -			Loughane, Upper - - -		
Lathfalla - - -			Middleplough - - -		
			Rathanure - - -		
Loughavehir - - -			Shanballyard - - -		
Lallyhourigan - - -			Templederry - - -		
Lallykinlalee - - -			Tiermoyle - - -		
Larnabaun - - -			Tooreagh - - -		
Loolatin - - -					
Lonalough - - -			Ahane - - -		
Lontroversy - - -			Bleanbeg - - -		
Loolruntha - - -			Bunkimalta - - -		
Lurraghduff - - -			Castle Waller - - -		
Loonane - - -			Fiddane - - -		
Lumbaun - - -		Killoscully.	Glencroe - - -		
Larneigh - - -			Gortacoula - - -		
Larraunbeg - - -			Gortnaskehy - - -		
Lortalee - - -			Killeen - - -		Kilnarath.
Lilmacogue - - -			Knockacappul - - -		
Laryglen - - -			Knockfune - - -		
Lunna - - -			Knocknamoheragh - - -		
Lakhampton - - -			Mackney (Bourke) - - -		
Lootagh - - -			Mackney (O'Brien) - - -		
Lossaguile - - -			Newross - - -		
Lossaguile - - -			Rockvale - - -		
			Toorataggart - - -		
Lallincur - - -					
Lallyanrahan - - -			Ballyalla - - -		
Lallygown, North - - -			Ballyanny, Lower - - -		
Lallygown, South - - -			Ballyanny, Upper - - -		
Lallyhow - - -			Ballyanny More - - -		
Lolingbroke - - -			Ballycraggan - - -		
Lolteeny - - -			Ballyhogan - - -		
Loonanagh - - -			Blackfort - - -		
Loleen - - -			Glebe - - -		Knigh.
Lanahurt - - -			Killadangan - - -		
Lurragharneen - - -			Killard - - -		
Lurryquin - - -			Knigh - - -		
Leeperpark - - -		Kilmore.	Lodge - - -		
Lurryard, East - - -			Loughourna - - -		
Lurryard, West - - -			Prospect, East - - -		
Lurryclogher - - -			Prospect, West - - -		
Lorteenadiha - - -					
Lortshaneroe - - -			Ballynаноose - - -		
Lilboy - - -			Bauraglanna - - -		
Lilmore - - -			Lackabrack - - -		Lackagh.
Lnockanroe - - -			Lackagh - - -		
Lilhid - - -			Middlequarter - - -		
Lsnageenly - - -					
Lgg - - -			Baynanagh - - -		
Lount Island - - -			Bigpark - - -		Latteragh.
Lucklin - - -			Blean - - -		
Langs - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		NENAGH— <i>continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Bredagh - - -	- - -	Latteragh.	Islandbaun - - -	- - -	Nenagh.
Bunacum - - -			Killyloughane - - -		
Carrick - - -			Knockalton, Lower - - -		
Carrick (Maunsell) - - -			Knockalton, Upper - - -		
Cattlequarter - - -			Knockanpierce - - -		
Cloon - - -			Kyle - - -		
Coole - - -			Lahesseragh - - -		
Coolkereen - - -			Lisbunny - - -		
Curragh - - -			Lissatunny - - -		
Curraghaneety - - -			Moanbeg - - -		
Garrane - - -			Moyroe - - -		
Glenmore, Lower - - -			Nenagh, North - - -		
Glenmore, Upper - - -			Nenagh, South - - -		
Killanafinch - - -			Rapla - - -		
Killanafinch - - -			Rapla, North - - -		
Knocknagoogh - - -			Rathnaleen, North - - -		
Lackakera - - -			Rathnaleen, South - - -		
Laghile - - -			Richmond - - -		
Latteragh - - -			Shesheraghkeale - - -		
Monanore - - -			Solsborough - - -		
Ollatrim - - -			South Hill - - -		
Poulakerry - - -			Stereame - - -		
Rosgoordagh - - -			Tullahedy - - -		
Sallypark - - -			Tyone - - -		
Tobinsgarden - - -			Tyone - - -		
Woodlands - - -			Tyone - - -		
			Wellington - - -		
Annaghbeg - - -	- - -	Monsea.	Ballymackeogh - - -	- - -	Newport.
Ardgregane - - -			Carrowkeale - - -		
Ballyartella - - -			Clonbealy - - -		
Ballyartella - - -			Clonbunny - - -		
Ballydrinan - - -			Cloonsingle - - -		
Ballydrinan - - -			Coldrisla - - -		
Carrick - - -			Coolnacalla - - -		
Carrow - - -			Cranavaneen - - -		
Castlesheela - - -			Derrygareen - - -		
Corraquill - - -			Derryleigh - - -		
Crannagh - - -			Fanit - - -		
Cushmona - - -			Foxhall - - -		
Dromineer - - -			Garryteige - - -		
Garraunfadda - - -			Inchadrinagh - - -		
Garryduff - - -			Kilnacappagh - - -		
Gortanoura - - -			Knockancullenagh - - -		
Gortyogan - - -			Lackamore - - -		
Killaun - - -			Mount Rivers - - -		
Monsea - - -			Newport - - -		
Shannonhall - - -			Pollagh - - -		
Shannonvale - - -			Rossarybeg - - -		
Tomona - - -			Rossarymore - - -		
<i>Eight small Islands</i> - - -			Scraggeen - - -		
			Shower - - -		
			Tullow - - -		
Ballinwear - - -	- - -	Nenagh.	Boolabane - - -	- - -	Templeroe.
Ballycommon - - -			Commaunbeg - - -		
Ballygraique - - -			Commaunmore - - -		
Ballyhimikin - - -			Cummer - - -		
Ballyvillane - - -			Curreeney - - -		
Bawn - - -			Dawsonsbog - - -		
Belleen, Lower - - -			Foilmacanony - - -		
Belleen, Upper - - -			Garryglass - - -		
Benedin - - -			Glastrigan - - -		
Boolagelagh - - -			Gortahumma - - -		
Carrigeen - - -			Greenan - - -		
Coolaholloga - - -			Knocknagarve - - -		
Cunnahurt, East - - -					
Cunnahurt, West - - -			Ballinagore - - -		
Curraheen - - -			Ballinamoe - - -		
Drummin - - -			Ballymoylin - - -		
Farnamurry - - -			Ballyrusheen - - -		
Fawnlough - - -			Barbaha - - -		
Garraunanearla - - -			Bawnakey - - -		
Gortlandroe - - -			Boolaglass - - -		
Grallagh - - -					
Grange, Lower - - -					
Grange, Upper - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEWCASTLE—continued.	All the Town- lands in this Union are in the County of Limerick.		NEWCASTLE—continued.	All the Town- lands in this Union are in the County of Limerick.	
Ahawilk - - -			Bauraneag - - -		
Balliniska - - -			Carrigkerry - - -		
Ballygeel - - -			Glensharrold - - -		Glensharrold
Ballygulleen - - -			Glensharrold - - -		
Cooliska - - -			Knockaunnagun - - -		
Coolyroe - - -		Danganbeg.	Knockfinnick - - -		
Danganbeg - - -					
Fawnlehan - - -			Bohard - - -		
Garryduff - - -			Clooncrippa - - -		
Mayne - - -			Cloonpasteen - - -		
Moanleana - - -			Drominacreen - - -		
Shanrath - - -			Garbally - - -		
			Garbally - - -		Kilmeedy.
Ahadagh - - -			Gortalassa - - -		
Ahavaheen - - -			Gortnagluggin - - -		
Ballymongaun - - -			Kilmeedy - - -		
Ballymongaun - - -			Lisheensheela - - -		
Callahon - - -			Pallas - - -		
Carroward, East - - -					
Carroward, West - - -			Arddrine - - -		
Cloncrew - - -			Ballymorrisheen - - -		
Cloonlara - - -			Ballynakilbeg - - -		
Coolaboy - - -			Carrowgar - - -		
Coolnaknockane - - -			Evegallahoo - - -		
Gardenfield, East - - -		Dromcolliher.	Grange, Lower - - -		
Gardenfield, West - - -			Grange, Upper - - -		Knockaderry
Gardenfield, South - - -			Kiltanna - - -		
Gorteens - - -			Knockaderry - - -		
Highmount - - -			Lissaniska, East - - -		
Kells - - -			Lissaniska, West - - -		
Knockacraig - - -			Rathfreedy - - -		
Mundellihiy - - -			Walshestown - - -		
Sheshiv - - -					
Tulligmaethomas - - -			Ballydoorty - - -		
Woodfield - - -			Ballynakillmore - - -		
			Ballynoe - - -		
Ballaghbehy - - -			Ballyregan - - -		
Ballaghbehy, North - - -			Curragh - - -		
Ballaghbehy, South - - -			Garrane - - -		Mahoonagh
Dromtrasna (Collins) - - -		Dromtrasna.	Gortskagh - - -		
Dromtrasna (Hartnett) - - -			Killaready - - -		
Dromtrasna, North - - -			Mahoonaghbeg - - -		
Dromtrasna, South - - -			Mahoonaghmore - - -		
Cloonroosk - - -			Arranagh - - -		
Feenagh - - -			Ballyconway - - -		
Gorteen - - -			Ballykenny - - -		
Gortmore - - -			Ballylanigan - - -		
Highmount - - -		Feenagh.	Ballylinane - - -		
Kilcolman - - -			Ballymurragh, East - - -		
Kilmurry (Archer) - - -			Ballynahown - - -		
Kilmurrybog - - -			Ballyowen - - -		
Kilmurrylane - - -			Ballyshane - - -		
			Camas - - -		
Ballypierce - - -			Camas - - -		
Garryduff - - -			Cloonsherrick - - -		
Glennagowan - - -		Garryduff.	Cloonsherrick - - -		
Killaghteen - - -			Crean - - -		Monagay.
Sugarhill - - -			Gardenfield - - -		
			Glebe - - -		
Athea, Lower - - -			Glebe - - -		
Glenagower - - -		Glenagower.	Glendarragh - - -		
Templeathea, East - - -			Glenmore - - -		
Templeathea, West - - -			Glenmore, West - - -		
			Glenmore, East - - -		
Dromroe - - -			Glenquin - - -		
Glengort, North - - -			Gorteenreynard - - -		
Glengort, South - - -			Lissurland - - -		
Glenquin - - -			Rahanagh - - -		
Glenquin, South - - -		Glengort.	Rathcahill, East - - -		
Gortnaskehy - - -					
Killaculleen - - -			Caherlevoy - - -		
Knocknadiha - - -			Mount Collins - - -		Mount Co
Reanagillea Commons - - -			Secongias - - -		
Toornafulla - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
EWCASTLE— <i>continued.</i>	All the Town- lands in this Union are in the County of Limerick.	Mountplummer.	NEWPORT:	All the Town- lands in this Union are in the County of Mayo.	Achill.
Ballyduhig - - -			Bunacurry - - -		
Banemore - - -			Cashel - - -		
Coolaleen - - -			Dooniver - - -		
Coolnanoglagh - - -			Inishbegal - - -		
Drumdeevan - - -			Manmaman - - -		
Glenduff - - -			Rocillan - - -		
Hernsbrook - - -			Salliagh - - -		
Kilcoorha - - -			Tonatanvally - - -		
Lisnafulla - - -					
Mountplummer - - -					
Arnacrohy - - -			Aughness - - -		Ballyeroy, North.
Ballingowan - - -			Bunmore, East - - -		
Ballintubbrid - - -			Bunmore, West - - -		
Ballinvallig - - -			Doona - - -		
Ballycluvane - - -			Drumsleed - - -		
Ballylahiff - - -			Faby - - -		
Ballymackesy - - -			Gortbrack, South - - -		
Ballyquirk - - -			Knockmoylin - - -		
Ballinvullin - - -			Lugduffbeg - - -		
Castle Demesne - - -			Lugduffmore - - -		
Churchtown - - -			Owenglass - - -		
Cloonyscrehane - - -			Sheeanmore - - -		
Cloonyscrehane - - -			Srahnamanragh - - -		
Cullenagh - - -			Srahederdaowen - - -		
Dooally - - -			Tarsaghaunbeg, North - - -		
Dromin - - -			Tarsaghaunbeg, South - - -		
Dromin (Beesom) - - -					
Dromin (Maeturlough) - - -			Annagh Island - - -		
Dungeeha - - -			Bellagarvaun - - -		
Dungeeha - - -			Bellaveeny - - -		
Garranekeevan - - -			Bleanmore, Island - - -		
Gortboy - - -			Castlehill - - -		
Gortboy - - -			Claggan - - -		
Gortros - - -			Claggan Mountain - - -		
Gortyknaveen - - -			Dooreel - - -		
Killeline - - -			Drumgollagh - - -		
Kilrodane - - -			Essaun - - -		
Kilrodane - - -			Glassillan - - -		
Knockane - - -			Greenaun - - -		
Moveedy - - -			Illancroagh - - -		
Rathnaneane - - -			Illannamona Islands - - -		
Shangarry - - -			Illanroe - - -		
Teermena - - -			Inishaghoo - - -		
Treanboy - - -			Kildun - - -		
			Lettera - - -		
Knockbrack - - -			Lurgandarragh - - -		
Knocknasnaa - - -			Maunaratta - - -		
Port - - -			Owenduff - - -		
			Scardaun - - -		
Athea, Upper - - -			Srahduggaun - - -		
Clash, South - - -	Tallagh - - -				
Clash, North - - -	Tawnanashiffin - - -				
Coole, East - - -	Small Islands - - -				
Coole, West - - -					
Cratole, East - - -	Belfarsad - - -				
Cratole, West - - -	Bolinglanna - - -				
Gortnagross - - -	Bunanioo - - -				
Keale - - -	Cartron - - -				
Tooradoo - - -	Cuillaloughaun - - -				
	Cushlecka - - -				
Ballinloughane - - -	Dooghbeg - - -				
Ballyine - - -	Gubnahardia - - -				
Dromadda - - -					
Knocknabohe - - -	Illanoona - - -				
Rooskagh, East - - -	Islands - - -				
Rooskagh, West - - -	Mweewillin - - -				
	Owenduff - - -				
Ballymurragh, West - - -	Pollranny Lynchaghan - - -				
Doonakenna - - -	Pollranny Sweeny - - -				
Meenylina, North - - -	Srahmore - - -				
Meenylina, South - - -	Tonreege, East - - -				
Rathcahill, West - - -	Tonreege, West - - -				
Templeglentan, East - - -					
Templeglentan, West - - -	Carrickaneady - - -				
Tulligoline, North - - -	Carrowbaun - - -				
Tulligoline, South - - -	Carrowbeg, South - - -				
	Carrowmore - - -				
				Derryloughan.	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEWPORT— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo.		NEWPORT— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo.	
Clooneshin - - -			Callowbrack - - -		
Creevaghau - - -			Cameloonbeg - - -		
Cuilmore - - -			Cameloonmore - - -		
Cullentragh - - -			Carrowkeel - - -		
Curragawn - - -			Caulicaun - - -		
Derrycleetagh - - -			Cloonfogher - - -		
Derrycontork, East - - -			Corraunboy - - -		
Derrycontork, West - - -			Derradda - - -		
Derryloughan, East - - -			Derrintaggart - - -		
Derryloughan, North - - -			Derrygarve - - -		
Derryloughan, South - - -			Derryhillagh - - -		
Drumlong - - -			Derrykill, East - - -		
Drummanaglieve - - -			Derrykill, West - - -		
Gortawarla - - -			Derryloughanbeg - - -		
Inishbollog - - -			Derryloughanmore - - -		
Inishcuil - - -			Doogarry - - -		
Inishcuil, West - - -			Doontrusk - - -		
Inishdaff - - -			Drumbrastle, East - - -		
Inishfesh - - -			Drumbrastle, West - - -		
Inishloy - - -			Fauleens - - -		
Inishmolt - - -			Freaghillan, East - - -		
Inishturlin - - -			Freaghillanluggagh - - -		
Kilbride - - -		Derryloughan.	Freaghillan, West - - -		
Kiltyroe - - -			Gortfahy - - -		
Knockeragh - - -			Graffy - - -		
Knockmoyle - - -			Illanroe - - -		
Knocknaboley - - -			Il aunam braher, East - - -		
Knocknatinnysweel - - -			Il aunam braher, West - - -		
Knockvilly Glebe - - -			Inisdaweel - - -		
Lecarrow - - -			Inishcoragh - - -		
Milcum - - -			Inishdoonver - - -		
Mullaun - - -			Inishkee - - -		
Rabbit Island - - -			Inishower - - -		
Roemore - - -			Keeloges - - -		
Rosanrubble - - -			Kiltarnaght - - -		
Rosbarnagh Island - - -			Knockalegan - - -		
Rosclare - - -			Knockboy - - -		
Roslagher - - -			Knockglass - - -		
Rossbeg - - -			Knockmoyle - - -		
Rossdooaun - - -			Knocknageeha - - -		
Rossow - - -			Letterlough - - -		
Sandymount - - -			Lisdoff - - -		
Shandrum - - -			Muckinish - - -		
Tawneemeeltoge - - -			Newport Town - - -		
Teevmore - - -			Rosmore Island - - -		
			Rossgibileen - - -		
Achillbeg Island - - -			Rossllynagh - - -		
Carriekildavnet - - -			Rusheens - - -		
Carrowgarve - - -			Saints' Island - - -		
Claggan - - -			Shanvallyhugh - - -		
Cloghmore - - -		Doega.	Skerdagh, Lower - - -		
Derreen - - -			Skerdagh, Upper - - -		
Doega - - -			Tawnamartolagh - - -		
Mweelin - - -			Tawnawoggaun - - -		
Sraheens - - -					
			Beetle Islands, North and South - - -		
Ballyteige - - -			Bunnahowna - - -		
Bracklagh - - -			Carheenbrack - - -		
Bush Island - - -			Carrowbeg, Fergus - - -		
Claggarnagh, East - - -			Carrowbeg, North - - -		
Claggarnagh, West - - -			Carrowsellagh - - -		
Cloondalf - - -		Glenhest.	Derrycooldrim - - -		
Coarse Island - - -			Dooghill - - -		
Glendorragha - - -			Drumfurban - - -		
Gortnaheltia - - -			Glannamaddoo - - -		
Islandmore - - -			Glendahurk - - -		
Letterkeeghaun - - -			Glenthomas - - -		
One Island - - -			Inishacrick - - -		
			Inishbobunnan - - -		
Aghadoey Glebe - - -			Inishcannon - - -		
Ardagh - - -			Inishcoon - - -		
Barrackhill - - -		Newport, East.	Inishcorkey - - -		
Bleachyard - - -			Inishdarky - - -		
Cahergal - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>PORT—continued.</i>	All the Town-lands in this Union are in the County of Mayo.		<i>NEW ROSS—continued.</i>		
ishdeashbeg - -	- - -	Newport, West.	Ballynacoolagh - -	Wexford -	Ballyanne.
ishdeashmore - -			Ballywilliam - -		
isherkin - -			Bigwood - -		
ishgowla - -			Boherstooka - -		
ishiltra - -			Bolacabeer - -		
ishkeel - -			Coolback - -	- ditto -	Ballyhack.
ishlin - -			Gobbinstown - -		
ishnacrop - -			Ballyhack - -		
ishquirk - -			Ballyvelig - -		
ishtubbrid - -			Clonsharragh - -		
lockbreaga - -			Coleman - -		
lockloughra - -			Dunbrody - -		
lockmauns - -			Duncannon - -		
eenacloghfinny - -			Grange - -		
oynishbeg Islands			Kilhill - -		
oynishmore - -			Mersheen - -		
ullaranny - -			Nook - -		
urrevagh - -			Rosetown - -		
wfield - -			Saltmills - -		
hillees - -			Ballynabearna - -	- ditto -	Barrack Village.
igh - -			Bantry Commons - -		
ckfleet - -			Bantry Commons - -		
ceillaun - -			Curraun - -		
skeen, North - -			Ballagh - -	- ditto -	Barronstown.
skeen, South - -			Brocorrow - -		
ssgallin - -			Misterin - -		
ssmurrevagh - -			Oldcourt - -		
ssyvera - -			Templeshelin - -		
sturk Island - -			Templenaacroha - -		
sturk - -			Tomgarrow - -		
ndhill - -	- - -	Slievemore.	Aclamon - -	- ditto -	Carnagh.
ahacorrick - -			Carnagh - -		
eel - -			Cushenstown - -		
ilford - -			Kilsanlan - -		
lanasally - -			Tollarought - -		
ogort - -			Ballynagrallagh - -	- ditto -	Carrigbyrne.
ogort, East - -			Ballyshannon - -		
ogort, West - -			Carrigaddagan - -		
okinelly (Bal) - -			Courthoyle, New - -		
okinelly (Calry) - -			Courthoyle, Old - -		
okinelly (Thulis) - -			Raheenacлонagh - -		
balennaunbeg - -			Raheenakennedy - -		
shgalloon - -			Raheenarostia, or Roches- town - -		
el, East - -			Raheearren - -		
el, West - -			Scullaboge - -		
evemore - -	- - -	Srahmore.	Ballybrack - -	- ditto -	Clongeen.
rrybrock - -			Ballylannan - -		
rnace - -			Ballyowen - -		
enanamong - -			Clongeen - -		
enlargha - -			Glenroe - -		
terkeen - -			Longgraique - -		
termaghera, North - -			Loughnageer - -		
termaghera, South - -			Maudlinstown - -		
hmore - -			Polldoon - -		
hrevagh - -			Rochestown - -		
wnagrania - -	- - -	Wexford -	Rosegarland - -	- ditto -	Clonleigh.
evaloughan - -			Rosspile - -		
anbeg - -			Ballygalvert - -		
anlour - -			Clonleigh - -		
			Donard - -		
			Templeudigan - -		
			Cloonagh - -	- ditto -	Dunmain.
			Corderraun - -		
			Dunmain - -		
			Garryduff - -		
			Nash - -		
<i>ROSS:</i>					
amstown - -	- - -	Adamstown.	Ballygalvert - -	- ditto -	Clonleigh.
onoge - -			Clonleigh - -		
lystown - -			Donard - -		
wtown - -			Templeudigan - -		
heenduff - -			Cloonagh - -	- ditto -	Dunmain.
	- - -	Ballyanne.	Corderraun - -		
llinvegga - -			Dunmain - -		
lyanne - -			Garryduff - -		
lyleigh - -			Nash - -		
lynabanoge - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
New Ross—continued.			New Ross—continued.		
Balliniry - - -	Wexford	Fethard.	Ballyclemock - - -	Wexford	Newbawn.
Ballygarrett - - -			Brownstown - - -		
Ballyvaroge - - -			Fary - - -		
Connagh - - -			Garryrichard - - -		
Dungulph - - -			Newbawn - - -		
Fethard - - -			Newcastle - - -		
Gorteens - - -			Rathnageeragh - - -		
Grange - - -			Tinnacarrick - - -		
Ralph - - -					
Ramstown - - -			Ardross - - -		
Stonehouse - - -			Arnestown - - -		
Winningtown - - -			Ballyroe, Lower - - -		
Assagart - - -	- ditto -	Horetown.	Ballyroe, Upper - - -	- ditto -	New Ross.
Cullenstown - - -			Barrettspark - - -		
Deerpark - - -			Bawnmore - - -		
Haresmead - - -			Bennettsknock - - -		
Hopefield - - -			Bishopsland - - -		
Horetown, North - - -			Bowling Green - - -		
Horetown, South - - -			Butlersland - - -		
Raheenduff - - -			Castlemoyle - - -		
Shanowle - - -			Chambersland - - -		
Shawstown - - -			Commons, or Newtown - - -		
Tottenhamgreen - - -			Craywell - - -		
Hillburn - - -			Healysland - - -		
Tracystown, West - - -	- ditto -	Inch.	Hewitsland - - -	- ditto -	Oldcourt.
Upton - - -			Irishtown - - -		
Ballygarvan - - -			Knockmullin - - -		
Ballyliamgow - - -			Knockavilla - - -		
Ballynamona - - -			Macmurrroughs - - -		
Bryanstown - - -			Macmurrroughs Island - - -		
Coolboy - - -			Marshmeadows - - -		
Kayle - - -			Maudlins - - -		
Kilbraney - - -			Morrisysland - - -		
Leegane - - -			Mountelliott - - -		
Mullinderry - - -			Mountgarrett - - -		
Tinnarath - - -			New Ross - - -		
Ballyvergin - - -	- ditto -	Kilgarvan.	Oaklands - - -	- ditto -	Old Ross.
Camaross - - -			Pigotts, or Tanyard - - -		
Carrowreagh - - -			Pondfields - - -		
Glenour - - -			Portersland - - -		
Kilgarvan - - -			Reddysland - - -		
Rathkyle - - -			Redhouse - - -		
Rathsillagh - - -			Shallowspark - - -		
Ballygowny - - -			Southknock - - -		
Ballytarsna - - -			Stephensland - - -		
Baylestown - - -			Triangle Park - - -		
Boderan - - -			Verosland - - -		
Burkestown - - -	- ditto -	Killesk.	Ballinteskinn - - -	- ditto -	Old Ross.
Carrowanree - - -			Ballylane, East - - -		
Coole - - -			Ballylane, West - - -		
Drillistown - - -			Camlin - - -		
Killesk - - -			Creakan, Lower - - -		
Knoekea - - -			Creakan, Upper - - -		
Rathumney - - -			Dunganstown - - -		
Tinnock - - -			Kilclammon - - -		
Tullerstown - - -			Killowen - - -		
Ballyedock - - -			Landscape - - -		
Ballykeeroge - - -			Oldcourt - - -		
Ballynamona - - -	- ditto -	Kilmokea.	Slaght - - -		
Coolerin - - -			Stokestown - - -		
Coolerin, South - - -			Ballynabola - - -	- ditto -	Old Ross.
Fisherstown - - -			Begerin (Lloyd) - - -		
Greatisland - - -			Bushpark - - -		
Horeswood - - -			Dunanore, or Golden- town - - -		
Kilmannock - - -			Heathpark - - -		
Milltown - - -			Millquarter - - -		
Priesthaggard - - -			Moorfields - - -		
			Springpark - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEW ROSS—continued.			NEW ROSS—continued.		
Ballygow - - -	Wexford	Rathroe.	Aughclare - - -	Wexford - -	Whitechurch.
Battlestown - - -			Ballybrazil - - -		
Clonlard - - -			Ballyfarnoge - - -		
Curraghmore - - -			Ballyfarnoge - - -		
Haggard - - -			Ballykelly - - -		
Kilbride - - -			Ballykelly - - -		
Monacahee - - -			Ballykeerogemore - - -		
Ramsgrange - - -			Ballymaclare - - -		
Shanacloon - - -			Ballysop - - -		
Shelbaggan - - -			Ballyveroge - - -		
	Coolerin, North - - -				
Ballymacar - - -	Curraghduff - - -	- ditto - -	Rochestown.		
Begerin, Loftus - - -	Poulmaloe - - -				
Finshoge - - -	Slievecoltia Commons - - -				
Mylerspark - - -	Whitechurch - - -				
Rochestown - - -	Ballykeerogebeg - - -				
	Ballintober - - -				
Askinfarney - - -	Berkeley - - -			- ditto - -	Templeudigan.
Ballindoney - - -	Knockroe - - -				
Ballybaun - - -	Lacken - - -				
Ballygibbon - - -	Mounthanover - - -				
Coolbaun Demesne - - -	Palace, East - - -				
Meelgarrow - - -	Palace, West - - -				
Monamolin - - -	Rathgaroge - - -				
Moneynamough - - -	Robinstown, Little - - -				
Rathphaudin - - -	Robinstown, Great - - -				
Tomanine - - -	Ryleen - - -				
	Seark - - -				
	Ballybeg, Big - - -	- ditto - -	Carlow - -		
Aldridge - - -	Ballyglisheen - - -				
Ballinphale - - -	Ballymurphy - - -				
Ballinruan - - -	Gowlin - - -				
Ballystraw - - -	Kilmissan - - -				
Booley - - -	Knockymullgurry - - -				
Broomhill - - -	Lacken - - -				
Churchtown - - -	Mullannagau - - -				
Galgystown - - -	Rocksavage - - -				
Graigue, Little - - -	Seskin - - -				
Graigue, Great - - -		- ditto - -	Tem. letown.		
Haggard - - -	Coonogue - - -				
Haytown - - -	Knockroe - - -				
Houseland - - -	Rathgeran - - -				
Kileoggan - - -	Walshtown, or Ballyna- branagh - - -				
Knockanduff - - -					
Lambstown - - -					
Lewistown - - -					
Loftus Hall - - -					
Portersgate - - -					
Slade - - -		- ditto - -	Coonogue.		
Templetown - - -					
	Aghnaglear - - -				
	Bahana - - -				
	Ballybeg, Little - - -				
	Ballycrinnigan - - -				
	Ballyknock - - -				
	Ballyknockerumpin - - -				
	Ballyling - - -				
	Ballynalour - - -				
	Banck - - -	- ditto - -	Glynn.		
	Dranagh - - -				
	Drummin - - -				
	Glebe - - -				
	St. Mullins - - -				
	Templenaboe - - -				
	Turra - - -				
		- ditto - -	Tintern.		
		- ditto - -	Kyle.		

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEWRY—continued.			NEWRY—continued.		
Cross - - - -	Armagh - -	Camlough.	Cloghinny - - -	Armagh - -	Mullaghglass.
Cuburren - - -			Cloghreagh - - -		
Cuvernagh - - -			Derrywilligan - - -		
Cshwary - - - -			Glasdrummond - - -		
Ceggall - - - -			Goragh - - - -		
Cisla - - - -			Latt - - - -		
Cssaraw - - - -			Maytown - - - -		
Caghernahely - - -			Mullaghglass - - -		
Curgan - - - -			Kilmonaghan - - -		
Carrickastickan - - -			Knockduff - - -		
Carrigans - - - -	- ditto - -	Forkhill.	Serise - - - -	- ditto - -	Pointzpass.
Carrive - - - -			Acton - - - -		
Coghlinny - - - -			Aghantaraghan - - -		
Cebe - - - -			Ballynagreagh - - -		
Cullaghbane - - -			Ballynaleck - - -		
Cunroe - - - -			Ballyreagh - - -		
Cean - - - -			Brannock - - - -		
Ceevrom - - - -			Carrickbrack - - -		
Cenappa - - - -			Corcum - - - -		
Cughilla Etra - - -			Crow-more - - - -		
Cughill Otra - - -	- ditto - -	Jonesborough.	Demoan - - - -	- ditto - -	Tullyhappy.
Cghadvoyle - - - -			Federnagh - - - -		
Cnahaia - - - -			Glasdrumman - - -		
Crrickbroad - - - -			Lisraw - - - -		
Cumintee - - - -			Skegatlilla - - -		
Cayalloge - - - -			Tannyoky - - - -		
Clinliss - - - -			Tullylinn - - - -		
Cllintemple - - - -			Tullynacross - - -		
Clymacdermot - - -			Drumbanagher - - -		
Crrivemaclone - - -			Killybodagh - - -		
Cnlum - - - -	- ditto - -	Killery.	Kilrea - - - -	- ditto - -	Tullyhappy.
Contygora - - - -			Lissummon - - - -		
Cisholding - - - -			Ballenan - - - -		
Cleen - - - -			Brackagh - - - -		
Cigh - - - -			Carran - - - -		
Cwtown - - - -			Corrinare - - - -		
Cfin - - - -			Creeve - - - -		
Cmnaghbane - - - -			Lisnisk - - - -		
Cghadanove - - - -			Rathconvil - - - -		
Clykeel - - - -	- ditto - -	Latbirget.	Lisadian - - - -	- ditto - -	Tullyhappy.
Cnacally - - - -			Ballydogherty - - -		
Crrickaldreen - - -			Crankey - - - -		
Crricknagavna - - -			Drummond - - - -		
Crrickill - - - -			Keady-beg - - - -		
Cctor's Quarter - - -			Keady-more - - - -		
Cbirget - - - -			Lesh - - - -		
Callymore - - - -			Lisnalee - - - -		
Cngfield - - - -			Rathcarbry - - - -		
Cphoner - - - -			Lisnalee - - - -		
Cve Gullion - - - -	- ditto - -	Mountnorris.	Crankey - - - -	- ditto - -	Newry.
Clymacreeve - - - -			Enagh - - - -		
Clygorman - - - -			Lesh - - - -		
Clyvally - - - -			Tullyhappy - - - -		
Cton - - - -			Cullentragh - - - -		
Ctrinure - - - -			Lisnagree - - - -		
Cnagrally - - - -			Altnaveigh - - - -		
Cmcrow - - - -			Ballinlare - - - -		
Cummilt - - - -			Carnbane - - - -		
Ccon - - - -			Derry-beg - - - -		
Cycarn, Lower - - -	- ditto - -	Mountnorris.	Derry-more - - - -	- ditto - -	Newry.
Cycarn, Upper - - -			Drumlane - - - -		
Cytone - - - -			Fathom, Upper - - -		
Cuntnorris - - - -			Fathom, Lower - - -		
Cllaghmore - - - -			Lisdrumgullion - - -		
Clyallen - - - -			Lisdrumliska - - -		
Clyherron - - - -			Carnagat - - - -		
Cggan, Lower - - -			Carriaveeeny - - -		
Cggan, Upper - - -			Cloghoge - - - -		
			Corrinshigo - - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEWRY—continued.			NEWRY—continued.		
Ballyholland, Lower -	Down - - -	Newry—cont ^d .	Ardarragh - - -	Down - - -	Ouley.
Ballyholland, Upper -			Carnacally - - -		
Ballynacraig - - -			Castle Enigan - - -		
Carneyhough - - -			Corcreeghy - - -		
Carmeen - - -			Curley - - -		
Cloghanramer - - -			Finnard - - -		
Commons - - -			Gransha - - -		
Creeve - - -			Lisnaree - - -		
Damolly - - -			Lisserboy - - -		
Derryboy - - -			Loughorne - - -		
Drumcashellone - - -			Ouley - - -		
Greenan - - -			Shinn - - -		
Lisduff - - -					
Ballycoshone, Lower -	- ditto - - -	Clonduff.	Cavan - - -	- ditto - - -	Rathfriland.
Ballycoshone, Upper -			Drumarkin - - -		
Ballykeel - - -			Lissize - - -		
Ballynagappoge - - -			Moneygore - - -		
Ballynanny - - -			Rossconer - - -		
Ballyweely - - -			Cross - - -		
Cabragh - - -			Drumlough - - -		
Drumbonniff - - -			Kiltarriff - - -		
Goward - - -			Lissize - - -		
Islandmoyle - - -			Ballygorian-beg - - -		
Kinghill - - -			Ballygorian-more - - -		
Lenish - - -			Cavan - - -		
Stang - - -			Drumnascamph - - -		
			Lisnamulligan - - -		
Benagh - - -	- ditto - - -	Crobane.	Ballyblaugh - - -	- ditto - - -	The Glen.
Crobane - - -			Ballylough - - -		
Croreagh - - -			Carrickrovaddy - - -		
Derryleckagh - - -			Corgary - - -		
Desert - - -			Derryeraw - - -		
Edenmore - - -			Drumantine - - -		
Ryan - - -			Drummiller - - -		
Saval-beg - - -			Knocknanarny - - -		
Saval-more - - -			Lurganare - - -		
Sheeptown - - -			Maddydrumbrist - - -		
Turmore - - -					
Annaghbane - - -	- ditto - - -	Donaghmore.	Aughnagon - - -	- ditto - - -	Upper Clon.
Ardkeeragh - - -			Ballydulany - - -		
Aughintoer - - -			Ballyvally - - -		
Aughnacaven - - -			Bavan - - -		
Ballymacaratty-beg - - -			Cabragh - - -		
Ballymacaratty-more - - -			Carmeen - - -		
Buskhill - - -			Carrickcrossan - - -		
Cargabane - - -			Croan - - -		
Glebe - - -			Cullion - - -		
Killysavan - - -			Edentrumly - - -		
Moneymore - - -			Lurgancanty - - -		
Ringbane - - -			Mayo - - -		
Ringelare - - -			Milltown - - -		
Ringolish - - -			Tamnaharry - - -		
Tullymore - - -			Ballyagholy - - -		
Tullymurry - - -					
Ballydoo - - -	- ditto - - -	Drumgath.	Dromore - - -	- ditto - - -	Warrensp.
Ballykeel - - -			Narrow-water - - -		
Barnmeen - - -			Ringmackilroy - - -		
Carnany - - -			Aghavilly - - -		
Drumgath - - -			Aghnamoira - - -		
Drumgreenagh - - -			Ballydesland - - -		
Lurgancashone - - -			Ballymaconaghy - - -		
Tullyguilly - - -			Ballyrussell - - -		
Leode - - -			Burren - - -		
Tamary - - -			Carrickmacstay - - -		
			Carrogs - - -		
Ballyaughian - - -			Clonallen Glebe - - -		
Ballymaghery - - -			Clontafleece - - -		
Carcullion - - -			Donaghaguy - - -		
Cleomack - - -	- ditto - - -	Hilltown.			
Leitrim - - -					
Mullaghmore - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WTOWN ARDS:	All the Town- lands in this Union are in the County of Down.	Ballygowan.	NEWTOWN ARDS—continued.	All the Town- lands in this Union are in the County of Down.	
Ballygowan - - -			Ballybuttle - - -		
Magherascouse - - -			Ballycopeland - - -		
Ballygowan - - -			Ballydoonan - - -		
Ballycloghan - - -			Ballyfrenis - - -		
Avara - - -			Ballyhaskein - - -		
Arrikmannan - - -			Ballymacruise - - -		
Ballyesborough - - -			Ballymoney - - -		
Ballyfrench - - -			Ballyrawer - - -		
Ballygraffan - - -			Ballyrolly - - -		
Ballyhalbert - - -			Ballywhiskin - - -		
Ballyhemlin - - -			Carneyhill - - -		
Ballylinville - - -			Drumfad - - -		
Bortavogie - - -			Ganaway - - -		
Boddans - - -			Grangee - - -		
Burial Island - - -			Islandhill - - -		
Green Island - - -			Kilbright - - -		
Ballylimp - - -			Sloanstown - - -		
Ballycranmore - - -					
Ballyhanwood - - -			Ballyaltikilligan - - -		
Ballymaglaff - - -			Ballyalton - - -		
Ballyrussell - - -			Ballyhenry, Major - - -		
Ballystockart - - -			Ballyhenry, Minor - - -		
Bansha - - -			Ballyloughan - - -		
Bisleen - - -			Ballymagaughey - - -		
Ballyoran - - -			Ballynichol - - -		
Ballylisbredan - - -			Ballyrickard - - -		
Ballyrainey - - -			Ballywilliam - - -		
Bastlebeg - - -			Carnasure - - -		
Bancarvel - - -			Castleaverry - - -		
			Cattogs - - -		
Ballyatwood - - -			Cherryvalley - - -		
Ballyferis - - -			Cullintraw - - -		
Ballywalter - - -			Glassmoss - - -		
Bunover - - -			Killynether - - -		
Banaway - - -			Longlands - - -		
Bpringvale - - -			Mount Alexander - - -		
Bhitechurch - - -			Ringreevy - - -		
			Townparks - - -		
Balloo - - -			Trooperfield - - -		
Balloo, Lower - - -			Rough Island - - -		
Ballycroghan - - -					
Ballyfotherly - - -			Ballycross - - -		
Ballygrainey - - -			Ballyhay - - -		
Ballyholme - - -			Ballynoe - - -		
Ballymacconnell - - -			Ballyvester - - -		
Ballymacormick - - -			Ballywilliam - - -		
Ballyminetragh - - -			Carrycagh - - -		
Ballymagee - - -			Craigboy - - -		
Ballyree - - -			Herdstown - - -		
Ballyvarnet - - -			Hogstown - - -		
Bangor Bog - - -			Killaghy - - -		
Barnalea - - -			Millerhill - - -		
Bonlig - - -			Templepatrick - - -		
Botton - - -			Townparks of Donaghadee - - -		
Borporation - - -					
Bransha - - -			Ballyboley - - -		
Broomsport - - -			Ballyboghilbo - - -		
Bisbane - - -			Ballybryan - - -		
Borlock - - -			Ballygrangee - - -		
Bortavoe - - -			Ballymurphy - - -		
Bathgill - - -			Ballynester - - -		
Bopeland Island - - -			Ballyurnanellan - - -		
Lighthouse Island - - -			Blackabbey - - -		
Bew Island - - -			Bootown - - -		
Ballygilbert - - -			Cardy - - -		
Ballygrot - - -			Gordonall - - -		
Ballykillare - - -			Greyabbey - - -		
Ballymullan - - -			Killyvolgan - - -		
Ballyleidy - - -			Rosemount - - -		
Ballysallagh, Minor - - -			Tullykevin - - -		
Ballysallagh, Major - - -			Boretree Island, East - - -		
Bangor Bog - - -			Boretree Island, West - - -		
			Chapel Island - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TOWN LIMAVADY— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Londonderry.		NEWTOWN LIMAVADY— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Londonderry.	
umacarney - - -			Ballyguddin - - -		
umacony - - -			Ballymakeever - - -		
ummond - - -			Ballymonan - - -		
mbrock - - -			Brishey - - -		
ack - - -			Curraghlane - - -		
isvey - - -			Derryduff - - -		
he - - -			Derryware - - -		
lkeeragh - - -			Dungiven - - -		
l - - -		Ballykelly.	Hass - - -		Dungiven.
hill - - -			Lackagh - - -		
rakeel - - -			Magheraboy - - -		
ly - - -			Ovil - - -		
lyhoc - - -			Owenbeg - - -		
lworth - - -			Scriggan - - -		
aghermore - - -			Tirgoland - - -		
lworth - - -			Turmeel - - -		
			Barnakilly - - -		
lyleighery, Lower - - -			Bolie - - -		
lyleighery, Upper - - -			Carnamuff - - -		
lymulholland - - -			Carrickhugh - - -		
lymultimber - - -			Coolagh - - -		
lyscullion - - -			Coolkeenaght - - -		
larena - - -			Dungillion - - -		
rowreagh - - -			Dunlade Glebe - - -		
agan - - -			Faughanvale - - -		
aghan - - -			Glaskeran - - -		
umavally - - -			Glebe - - -		Faughanvale.
umnahay - - -		Bellarena.	Gortgare - - -		
ncrun - - -			Gresteel-beg - - -		
be - - -			Gresteel-more - - -		
t - - -			Killylane - - -		
amore - - -			Killywool - - -		
rgymonaghan - - -			Legavannon - - -		
ltown - - -			Magheramore - - -		
nearyn - - -			Minegallagher Glebe - - -		
ghtymoyle - - -			Tirmacoy - - -		
tchtown - - -			Tullymain - - -		
laght - - -			Tullyverry - - -		
			Ballydonnegan - - -		
ghil - - -			Coolnamona - - -		
sh - - -			Drumcovit - - -		
lymaclary - - -			Feeny - - -		Feeny.
lymagoland - - -			Tamnyagan - - -		
lone - - -			Fincarn - - -		
nowry - - -			Gallany - - -		
oney - - -			Knockan - - -		
ig - - -			Rallagh - - -		
ghs, Lower - - -			Ballyholly - - -		
ghs, Lower Middle - - -			Ballymaclanigan - - -		
ghs, Upper - - -		Benone.	Coolnacolpagh - - -		
ghs, Upper Middle - - -			Dungorkin - - -		
amahorgan - - -			Gortilea - - -		
ummans, Lower - - -			Kilculmagrandal - - -		
ummans, Middle - - -			Killycor - - -		Fore Glen.
ummans, Upper - - -			Kinculbrack - - -		
rtmore - - -			Letterlogher - - -		
ghtymore - - -			Mulderg - - -		
reven - - -			Ballyhanedin - - -		
bra - - -			Tirglassan - - -		
odtown - - -					
			Ardgarvan - - -		
lyharigan - - -			Ballyavelin, North - - -		
lymoney - - -			Ballynahery - - -		
ryard - - -			Bovally - - -		
rylane - - -			Cahery - - -		
rynaflaw - - -			Carran - - -		
am - - -		Drum.	Deerpark - - -		Fruithill.
kland - - -			Derry-beg - - -		
nders - - -			Derry-more - - -		
rtnahey-beg - - -			Drummond - - -		
rtnahey-more - - -			Enagh - - -		
ldonagh - - -			Fruithill - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
NEWTOWN LIMAVADY— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Londonderry.		NEWTOWN LIMAVADY— <i>cont^d</i> .	All the Town- lands in this Union are in the County of Londonderry.	Lislane.
Mullane - - -			Smulgedon - - -		
Streeve - - -			Temain - - -		
Ardmore - - -			Ternamuck - - -		
Ballyavelin, South - - -			Terrydoo (Clyde) - - -		
Ballyleagry - - -			Terrydoo (Walker) - - -		
Ballymully - - -					
Ballyguin - - -		Fruithill.	Ardnargle - - -		
Carnet - - -			Back - - -		
Carrick, East - - -			Ballyhenry, West - - -		
Drumgesh - - -			Ballymacran - - -		
Edenmore - - -			Broglasco - - -		
Glebe - - -			Broughter - - -		
Terrydremont, North - - -			Burnally - - -		
Terrydremont, South - - -			Carrowclare - - -		
			Carrowmenagh - - -		
Camnish - - -			Carrowmuddle - - -		
Derryork - - -			Carrowreagh - - -		
Drumadreen - - -			Corndale, Lower - - -		
Drumneechy - - -			Corndale, Upper - - -		
Formil - - -			Crindle - - -		
Glebe - - -			Culmore, Lower - - -		
Gortclare - - -			Farlow - - -		
Inisconagher - - -		Gelvin.	Lomond - - -		
Ballyness - - -			Myroe Level - - -		
Ballymacallion - - -			Ballyhenry, East - - -		
Derryork - - -			Cressycrib - - -		
Gortgarn - - -					
Gortnagross - - -			Coolessan - - -		
Lenamore - - -			Killane - - -		
			Newtown Limavady, <i>alias</i>		
Ashlamaduff - - -			Rathbrady-beg - - -		
Boviel - - -			Rathbrady-more - - -		
Carn - - -			Drumballydonaghy - - -		
Cashel - - -			Lisnakilly - - -		
Corick - - -			Moneyrannel - - -		
Crabarkey - - -			Mullagh - - -		
Cruckanim - - -		Glenshane.	Rascahan - - -		
Cluntygeeragh - - -			Shanreagh - - -		
Currudda - - -			Tamlaght - - -		
Eden - - -					
Evishagaran - - -			Aughlish - - -		
Glenshane - - -			Carnanbane - - -		
Tamniarin - - -			Derrychrier - - -		
			Finglen - - -		
Ballycrum - - -			Glenedra - - -		
Ballyrisk-beg - - -			Killunaght - - -		
Ballyrisk-more - - -			Magheramore - - -		
Bolea - - -			Teeavan - - -		
Carrydoo - - -			Templemoyle - - -		
Drumramer - - -					
Dunbeg - - -			Ardinarive - - -		
Dunmore - - -			Bonnanaboigh - - -		
Glebe - - -		Keady.	Bovevagh - - -		
Glenkeen - - -			Carrick - - -		
Gortcorbies - - -			Glenconway - - -		
Gortgarn - - -			Killibleught - - -		
Keady - - -			Leeke - - -		
Largyreagh - - -			Straw - - -		
Leck - - -			Templemoyle - - -		
Rusky - - -					
Tirmaguin - - -			Ballyderg - - -		
			Ballymore - - -		
Aghansillagh - - -			Carlaragh - - -		
Cloghan - - -			Clagan - - -		
Drumagosker - - -			Culmore, Upper - - -		
Drumgavenny, Lower - - -			Deerpark - - -		
Drumgavenny, Upper - - -			Dromore - - -		
Drumsum, Lower - - -			Drumraighland - - -		
Drumsum, Upper - - -			Drumrane - - -		
Gortnarney - - -		Lislane.	Largy - - -		
Kilhoyle - - -			Magheramore - - -		
Lislane - - -			Moys - - -		
Little Derry - - -			Sesnagh - - -		
Maine, North - - -			Tartnakilly - - -		
Maine, South - - -			Terrydrum - - -		
Moneyguiggy - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
OLDCASTLE:			OLDCASTLE—continued.		
Adglassan - - -	Meath - - -	Crossakeel.	Ardfrail - - -	Meath - - -	Oldcastle.
Blview - - -			Carnbane - - -		
Boysville - - -			Crossdrum, Lower - - -		
Cornelrussell - - -			Crossdrum, Upper - - -		
Donabreany - - -			Drumsawry, or Summerbank. - - -		
Deevagh - - -			Farranglogh - - -		
Crossakeel - - -			Fennor, Lower - - -		
Amor - - -			Fennor, Upper - - -		
Bogstown - - -			Forkill - - -		
Bogstown - - -			Glebe - - -		
Spark - - -			Glenboy - - -		
Bonstown - - -			Knockmacoony - - -		
Amlyinstown - - -			Moat - - -		
Artinstown - - -			Newcastle - - -		
Deevoge - - -			Oldcastle - - -		
Ballinlough - - -	Oldtully - - -	- ditto - - -	Stonefield.		
Ballintogher - - -	Tubride - - -				
Almoystown - - -	Tully - - -				
Portloney - - -	Ballinvally - - -				
Herbertstown - - -	Booles - - -				
Penaghan - - -	Corstown - - -				
Keefield - - -	Drumlerry - - -				
Borganboy - - -	Rahard - - -				
Gotstown - - -	Stonefield - - -				
Athbrack - - -	Ballinrink - - -				
Sherrard - - -	Ballymacad - - -				
Doneveran - - -	Ballynacree - - -				
Longowny - - -	Ballynagranshy - - -				
Innagorran - - -	Baltrasna - - -				
Alboystown - - -	Castlecree - - -				
Dehanstown - - -	Cullendragh - - -	- ditto - - -	Killeagh.		
Lebe - - -	Derrysheridan - - -				
Artstown - - -	Glebe - - -				
Ilacroy - - -	Halfcarton - - -				
Ingismountain - - -	Rasillagh - - -				
Ordstown - - -	Rathmea - - -				
Ughanderg - - -	Ross - - -				
Ughanbreen - - -	Tubbrid - - -				
Onennican - - -	Three Islands - - -				
Uewtown - - -	Raheever - - -				
Athbrack - - -	Sranayallogh - - -				
anco - - -	Aghalattafrail - - -				
raghstown - - -	Carn - - -				
anaboll - - -	Claddagh - - -				
irrupstown - - -	Clare - - -				
Ballynamona - - -	Cloggagh - - -	- ditto - - -	Ballyjamesduff.		
Alrath - - -	Cornahilt - - -				
Elleek - - -	Crosserule - - -				
Allestown - - -	Derrylea - - -				
Knocklough - - -	Derrylurgan - - -				
Patrickstown - - -	Farragh - - -				
Philipstown - - -	Garrynagher - - -				
Domastown - - -	Keenagh - - -				
Williamstown - - -	Killyfinla - - -				
nnagh - - -	Killyvally - - -				
allany - - -	Kilmore - - -				
rumone - - -	Kilquilly - - -				
rumone - - -	Lackanduff - - -				
Garrynabodie - - -	Lackanmore - - -				
Lebe - - -	Lishenry - - -				
Lenaward - - -	Moodoge - - -	- ditto - - -	Castlerahan.		
Greenan - - -	Pottle - - -				
Knockbrack - - -	Ramonan - - -				
Ugherew - - -	Rassan, or Corglass - - -				
Illtown - - -	Aghalion - - -				
Moylagh - - -	Barconny (Robinson) - - -				
ullagh - - -	Barconny (Grattan) - - -				
Lurrens - - -	Brackloney - - -				
Uewtown - - -					
Ahaghy - - -					
Pringhall - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
OLDCASTLE—continued.			OLDCASTLE—continued.		
Carnin - - -	Cavan - - -	Castlerahan.	Croaghan - - -	Cavan - - -	Muntercon- naught.
Carriackavee - - -			Crossafehin - - -		
Castlerahan - - -			Eighter - - -		
Clonkeiffy - - -			Island - - -		
Cormaddyduff - - -			Knockaraheen - - -		
Cormeen - - -			Knockatemple - - -		
Cornacreeve - - -			Knocknagartan - - -		
Cornakilly - - -			Knocknaveagh - - -		
Cornamucklagh - - -			Lurganboy - - -		
Enagh - - -			Rye field - - -		
Garrycross - - -			Twenty-eight Islands - - -		
Kildorragh Glebe - - -					
Lismacanigan, Upper - - -			Aghnadrunge - - -		
Mountprospect - - -			Ballaghanea - - -		
Mullaghmore - - -			Ballaghanea Island - - -		
Rasuddan - - -			Bruse - - -		
Aghawonan - - -			Burrencarragh - - -		
Aghnaskeagh - - -			Burrenrea - - -		
Barconny (Cuppige) - - -	Carrakeeltybeg - - -				
Barconny (Massereene) - - -	Carrakeeltymore - - -				
Barconny (Nugent) - - -	Carrigabruce - - -				
Bobsgrange - - -	Carrigasimon - - -				
Cavancoulter - - -	Cleggan - - -				
Clonbockoge - - -	Cloghbally, Lower - - -				
Clontyduffy (Hart) - - -	Cloghbally, Upper - - -				
Clontyduffy (Nugent) - - -	Cloghergoole - - -				
Conleen - - -	Cornashesk - - -				
Corwin - - -	Cornashieve - - -				
Crossrah - - -	Crannadillon - - -				
Dungummin, Lower - - -	Curraghogan - - -				
Dungummin, Upper - - -	Deerpark - - -				
Enagh - - -	Drumagolan - - -				
Garrysallagh (Darcy) - - -	Drumgora - - -				
Garrysallagh (O'Reilly) - - -	Drumheel - - -				
Gneeve - - -	Dunancory - - -				
Kilbride - - -	Edenburt - - -				
Lismacanigan, Lower - - -	Enagh - - -				
Lisnabrinnia - - -	Fartagh - - -				
Mount Nugent - - -	George's Islands - - -				
Mount Pallas - - -	Islandboy - - -				
Pollakeel - - -	Killyconny - - -				
Pollareagh - - -	Kilnagun - - -				
Raclaghy - - -	Lisduff - - -				
Racraveen - - -	Lisgrea - - -				
Roebuck - - -	Lislea - - -				
Tonagh - - -	Lisnafana - - -				
Tullyagan - - -	Mullaghmore - - -				
Ten Islands - - -	Murmod - - -				
Aghaloughan - - -	Pollintemple - - -				
Aghacashel - - -	Rahardrum - - -				
Coppanagh Glebe - - -	Stramagurty - - -				
Coragh - - -	Stramatt - - -				
Correagh Glebe - - -	Virginia - - -				
Curraghmore - - -	Woodworth's Island - - -				
Curraheel - - -	Six Islands - - -				
Derryevin - - -					
Drumderg - - -					
Drumderg Glebe - - -					
Drummony - - -					
Fintawan - - -					
Gallonnambraher - - -					
Keelagh Glebe - - -					
Lattoon - - -					
Lismeen - - -					
Lurgan - - -					
Lurgan Glebe - - -					
Pollamalady - - -					
Ballaghdorragh - - -					
Behernagh - - -					
Carrick - - -					
Corronagh - - -					
- ditto - - -	Kilbride.	- ditto - - -	Virginia.		
- ditto - - -	Lurgan.	All the Town-lands in this Union are in the County of Tyrone.	Athenry.		
- ditto - - -	Muntercon-naught.				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
GH—continued.	All the Town- lands in this Union are in the County of Tyrone.		OMAGH—continued.	All the Town- lands in this Union are in the County of Tyrone.	
ghnagor - - -			Creggan - - -		Creggan.
allyhallaghan - - -			Cregganconroe - - -		
allykeel - - -			Sultan - - -		
eragh - - -			Agharonan - - -		
logherny Glebe, Lower			Derrybard - - -		Derrybard.
logherny Glebe, Upper			Garvallah - - -		
bolesker - - -		Beragh.	Raneese - - -		
skermore - - -			Annagh - - -		
ilcam - - -			Beagh - - -		
aragh - - -			Curr - - -		
adergan - - -			Dervaghroy - - -		
attykeeran - - -			Gortaclare - - -		
snagh - - -			Killadroy - - -		Dervaghroy.
ghadulla (Harper) - - -			Legacurry - - -		
amderry - - -			Letfern - - -		
orrasheskin - - -			Raw - - -		
ressoge - - -			Roscavey - - -		
rumlish - - -			Aghafad - - -		
rumsheil - - -		Camderry.	Carnarousk - - -		
olan - - -			Draughton - - -		
nockaraven - - -			Dundivin Glebe - - -		
ullaghabane - - -			Edenatoodry - - -		
ullanboy - - -			Gargrim - - -		Draughton.
annaragh - - -			Lackagh - - -		
raduff - - -			Legamaghery - - -		
ghagallon - - -			Lisnacreeve - - -		
rvatee - - -			Aghadarragh - - -		
amowen - - -			Aghee - - -		
oogary - - -			Aghlisk - - -		
onaghanie - - -			Curly - - -		
lenderry - - -		Camowen.	Dergany (Maguire) - - -		
albally - - -			Dromore - - -		
arvaghy - - -			Drumconnis - - -		
sacoppin - - -			Drumskinny - - -		
sboy - - -			Esker - - -		
slea - - -			Gardrum - - -		Dromore.
ecarson - - -			Kildrum - - -		
attykeel - - -			Magheragart - - -		
ghagogan - - -			Magheragart (Donnell) - - -		
ghnagreggan - - -			Magheragart, or Sessiaghs - - -		
arrickmore - - -			Meenagowan - - -		
lare - - -		Carrickmore.	Mulnagoagh - - -		
eggandevsky - - -			Newpark - - -		
ranagh - - -			Shanmullagh Glebe - - -		
ullanbeg - - -			Ballynaquilly - - -		
ullanmore - - -			Cloghfin - - -		
arrashesk - - -			Drumnakilly - - -		Drumnakilly.
arryglass - - -			Fernagh - - -		
rocknafarbrague - - -		Carryglass.	Killycurragh - - -		
sconrea - - -			Racolpa - - -		
urganboy - - -			Carony - - -		
rabane - - -			Claraghmore - - -		
attymoyle, Upper - - -			Cornavarrow - - -		
ghadulla - - -			Drumbarley - - -		
ghee - - -			Drumhonish - - -		
allygowan - - -			Drumnaforbe - - -		
otera, Lower - - -			Drumrawn - - -		
otera, Upper - - -			Gartagher - - -		
avanacaw - - -			Glebe - - -		Drumquin.
avanacaw, Lower - - -			Leganvy - - -		
avanacaw, Upper - - -			Legphressy - - -		
lanabogan, Lower - - -		Clanabogan.	Magharennny - - -		
lanabogan, Upper - - -			Ségully - - -		
orradinna - - -			Unshinagh - - -		
arvaghy - - -			Ballykeel - - -		
iverstown - - -			Ballynatubbrit - - -		
amlaght - - -			Carrigans - - -		Dunbreen.
attykeel (Buchanan) - - -			Castleroddy Glebe - - -		
attykeel (Rogers) - - -					
attysallagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
OMAGH—continued.	All the Town- lands in this Union are in the County of Tyrone.		OMAGH—continued.	All the Town- lands in this Union are in the County of Tyrone.	
Cullion - - -	- - -	Dunbreen.	Derrynaseer - - -	- - -	Greenan.
Dunbreen - - -			Dullaghan - - -		
Eskeradooey - - -			Greenan - - -		
Kingarow - - -			Knocknahorn - - -		
Lislap, East - - -			Lettery - - -		
Lisnahrney - - -			Loughill - - -		
Reaghan - - -			Oughterard - - -		
Tattynure - - -			Ballynamullan - - -		
Tircur - - -			Boheragh - - -		
Tirmurty - - -			Cranny - - -		
Attaghmore - - -	- - -	Fallaghearn.	Crosh - - -	- - -	Killyclogher.
Baronagh - - -			Glencordial - - -		
Belnagarnan - - -			Killyclogher - - -		
Blackfort - - -			Maine - - -		
Cavan - - -			Tirquin - - -		
Cranny - - -			Dunteige - - -		
Donacavey - - -			Glassmullagh - - -		
Drumwhisker - - -			Lisnacreaght - - -		
Dunnamona - - -			Tullymuck - - -		
Edenafogry - - -			Altdrumman - - -	- - -	Loughmacro.
Fallaghearn - - -			Copney - - -		
Glennan - - -			Glen, Upper - - -		
Killymoonan - - -			Loughmacrory - - -		
Mullanboy - - -			Merchantstown Glebe - - -		
Mullawinny - - -			Mulnafye - - -		
Sessiagh - - -			Oxtown - - -		
Skreen - - -			Skeboy - - -		
Tattymulmona - - -			Streefe Glebe - - -		
Annaghbo - - -	- - -	Fintona.	Ballynahatty - - -	- - -	Loughmuck.
Annaghmurnin - - -			Beagh - - -		
Ardatinny - - -			Blacksessagh - - -		
Carnalea - - -			Creevangar (Alexander) - - -		
Castletown - - -			Creevangar (White) - - -		
Cumber - - -			Creevanmore (Crosby) - - -		
Drummond - - -			Creevanmore (Hunter) - - -		
Dunnamona Glebe - - -			Crucknamona - - -		
Ecclesville Demesne - - -			Drudgeon - - -		
Edenasop, East - - -			Drum - - -		
Edenasop, West - - -	- - -	Gortgranagh.	Drumragh (Caldwell) - - -	- - -	Mountfield.
Feenan - - -			Drumragh (J. M'Causland) - - -		
Fintona - - -			Drumragh (P. M'Causland) - - -		
Killyliss - - -			Drumshanly - - -		
Legatiggle - - -			Edergoole, Lower - - -		
Lisavaddy - - -			Edergoole, Upper - - -		
Lisdergan - - -			Fireagh (Cochrane) - - -		
Lisky - - -			Fireagh (Gardiner) - - -		
Lisnabulrevly - - -			Fireagh (Thompson) - - -		
Lisnagardy - - -			Freughmore - - -		
Mullans - - -	- - -	Greenan.	Gammy - - -	- - -	Mountjoy rest, Ea
Racrane - - -			Kiltamnagh - - -		
Rathwarren - - -			Kivlin - - -		
Roughan - - -			Lissan - - -		
Stratigore - - -			Loughmuck (Alcorn) - - -		
Syonfin - - -			Loughmuck (Wallace) - - -		
Tonnaghbane - - -			Mullaghmore - - -		
Tullyrush - - -			Rakeeragh - - -		
Beltany - - -			Relaghdooley - - -		
Beragh - - -			Stroancabadagh - - -		
Castletown - - -	- - -	Gortgranagh.	Tullycunny - - -	- - -	Mountfield.
Gortgranagh - - -			Aghalane - - -		
Gortinagin - - -			Faccary - - -		
Killinure - - -			Inisclan - - -		
Legacurry - - -			Killins - - -		
Lislap, West - - -			Carnony - - -		
Lurganboy - - -			Corranarry - - -		
Bodoney - - -			Dunmullan - - -		
Carnalea - - -			Erganagh Glebe - - -		
Corbally - - -					
Corlaghdergan - - -					
Cornamuck - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
OUGHTERARD—continued.	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.		OUGHTERARD—continued.	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.	
Ballard - - -	-		Barraderry - - -	-	
Ballymaglancy - - -	-		Carrowroe, North - - -	-	
Ballynamona - - -	-		Carrowroe, South - - -	-	
Ballyweaun - - -	-		Carrowroe, West - - -	-	
Ballykine, Lower - - -	-		Clynagh - - -	-	
Big Island - - -	-		Derrynea - - -	-	
Boocaun - - -	-		Eragh, South - - -	-	
Booy Island - - -	-		Evneenmore - - -	-	
Breandrim - - -	-		Glassillaun - - -	-	
Calhergal - - -	-		Illaunawehicky - - -	-	
Cappacoroge - - -	-		Illaunroe - - -	-	
Cappaghnagappul, or Pe-	-		Inchamakiuna - - -	-	
tersburgh - - -	-		Keeraunbeg - - -	-	
Carrowbaun - - -	-		Muckanagherdauhaulia	-	
Carrowakeen - - -	-		Rossroe Island - - -	-	
Carrowkeel - - -	-		Thirteen small Islands -	-	
Cloghbrack, Lower - - -	-				
Cloghbrack, Middle - - -	-		Barrslievenaroy - - -	-	
Cloghbrack, Upper - - -	-		Breenaun - - -	-	
Clogher - - -	-		Cur - - -	-	
Cloonbur - - -	-		Kilmeelickin - - -	-	
Cloonamaroe - - -	-		Maumgownagh - - -	-	
Coolin - - -	-		Maum, East - - -	-	
Cregdotia - - -	-		Maum, West - - -	-	
Creggarree - - -	-		Raigh - - -	-	
Croaghrim - - -	-		Teernakill, North - - -	-	
Cullenaleana - - -	-		Teernakill, South - - -	-	
Deerpark - - -	-				
Dooneen Island - - -	-		Crappagh - - -	-	
Dooroy - - -	-		Creelough - - -	-	
Fahy - - -	-		Dinish - - -	-	
Gortnaclassagh - - -	-		Freaghillaunbeg - - -	-	
Gortnarup - - -	-		Freaghillaunmore - - -	-	
Illaundarragh Island - - -	-		Furnace - - -	-	
Illaunree Island - - -	-		Golan - - -	-	
Islandbeg Island - - -	-		Illauncsheen - - -	-	
Islandmore Island - - -	-		Ilaunnanoawnim - - -	-	
Kilbeg, Lower - - -	-		Inisherik - - -	-	
Kilbeg, Upper - - -	-		Inishlay - - -	-	
Millpark - - -	-		Knock - - -	-	
Red Island - - -	-		Lettermullan - - -	-	
Rosshill - - -	-		Maumeen - - -	-	
Rusheen, East - - -	-		Teeranea - - -	-	
Rusheen, West - - -	-		Seventeen small Islands -	-	
Shanadullaun - - -	-				
Toberbioroge - - -	-		Derryvrisk - - -	-	
Tonlegee - - -	-		Glentrasna - - -	-	
Tumneenaun - - -	-		Illeny - - -	-	
White Island - - -	-		Leam, East - - -	-	
Wood Island - - -	-		Leam, West - - -	-	
Fourteen small Islands -	-		Lettermore - - -	-	
			Lugganaffrin - - -	-	
Ballydoolough - - -	-		Lugganimma - - -	-	
Bobaun - - -	-		Muckanaghkillen - - -	-	
Carrick, East - - -	-		Shannawona - - -	-	
Carrick, Middle - - -	-		Shanvally - - -	-	
Carrick, West - - -	-				
Carrowgarraff - - -	-		Bunnayiskaun - - -	-	
Claggan - - -	-		Cullighbeg - - -	-	
Cloonbrone - - -	-		Cullighmore - - -	-	
Cornamona - - -	-		Derreen - - -	-	
Crumlin, East - - -	-		Glennagevlagh - - -	-	
Dooghta - - -	-		Gowlaunlee - - -	-	
Dooras - - -	-		Griggins - - -	-	
Drishaghaun - - -	-		Knockaunbaun - - -	-	
Drumsnauv - - -	-		Lee - - -	-	
Farnaght - - -	-		Leenaun - - -	-	
Glenlusk - - -	-		Letterbrickaun - - -	-	
Inchagoill - - -	-		Mounterowen, East - - -	-	
Inishdoones - - -	-		Mounterowen, Middle - - -	-	
Inishmacateer - - -	-		Mounterowen, West - - -	-	
Moneenmore - - -	-		Poundcarton - - -	-	
Teeranea - - -	-		Two small Islands -	-	
Sixty-nine small Islands -	-				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>WATERFORD—continued.</i>	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.		<i>WATERFORD—continued.</i>	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.	
Annaghbeg -	-		Carrowndulla -	-	
Carderrynagleragh -	-		Clare -	-	
Allygally -	-		Claremount -	-	
Annagorteeny -	-		Cloghermore -	-	
Arratleva -	-		Clooshgareen -	-	
Annakill -	-		Cregg -	-	
Unscanniff -	-		Curraheha, or Birchhall	-	
Appanalaubabun	-		Derradda -	-	
Boosaun -	-		Derreenmeel -	-	
How Island -	-		Derreighter -	-	
Arraghduff, East	-		Derrylaura -	-	
Arraghduff, Middle	-		Derryvoghill -	-	
Arraghduff, West	-		Devinish -	-	
Arrarevagh -	-		Drimneen -	-	
Arraunbeg -	-		Drumminnakill -	-	
Arraunhill -	-		Eighterard -	-	
Arraunmore -	-		Foorannagh Island	-	
Erreennagusfoor -	-		Fough, East -	-	
Erroura -	-		Fough, West -	-	
Errybeg -	-	Letterfore.	Glebe -	-	
Erryberghina -	-		Glengowla, East -	-	
Erryherbert -	-		Glengowla, West -	-	
Erravaun -	-		Gortdrishagh -	-	
Sh Island -	-		Gortrevagh -	-	
Porterwulla -	-		Illaunaconaun -	-	
Portnashingaun -	-		Illauncarbry -	-	
Howlaun -	-		Illaunfaddabeg -	-	
Inishlannaun -	-		Illaunfaddamore -	-	
Knockaphreaghaun	-		Illaunnagappal -	-	
Knockavrea -	-		Illaunnagower -	-	
Letterfore -	-		Inishanboe -	-	
Letterkeeghaun -	-		Inishbeagh -	-	
Argan, or Shindella	-		Inishcash -	-	
Ininnerroon -	-		Inishdanwee -	-	
Bughillaun -	-		Inishgarraunbeg -	-	
Lannaunnafoela -	-		Inishgarraunmore -	-	
Lannawagh -	-		Inishhyenn -	-	
Lawnaghbeg -	-		Inishool -	-	
Lilaghboy -	-				
Lilaghmore -	-				
On small Islands -	-				
Annaghvaun -	-		Knockbaun -	-	
Saladangan -	-		Knockkillaree -	-	
Ag Island -	-		Lemonfield -	-	
Cauneeragh -	-		Lettercraft -	-	
Caunroe -	-		Lettercrafoe -	-	
Chaghaun Island -	-		Luggakeeraun -	-	
Inishbarra -	-	Lettermore.	Maherabeg -	-	
Inishlusk -	-		Maheramore -	-	
Inishon -	-		Moor Island -	-	
Lettercallow -	-		Moor Island -	-	
Lettermore -	-		Moor Island -	-	
Knock Island -	-		Moor Island -	-	
On fifteen small Islands -	-		Moyvoon, East -	-	
			Moyvoon, West -	-	
			Newvillage -	-	
			Ordnance ground -	-	
Annaghkeelaun -	-		Portacarron -	-	
Annaghwood -	-		Portacarronbeg -	-	
Ad -	-		Rabbit Island -	-	
Annasillagh -	-		Raha -	-	
Annalyarna -	-		Roeillaun -	-	
Annabnanure -	-		Rusheeney -	-	
Annusheen -	-		Rushveala -	-	
Annalappa -	-				
Annaberry Island -	-	Oughterard.	Seacon -	-	
Annallymore, or Carrown-	-		Shanballymore -	-	
Annaboyer -	-		Shannadullaghaun	-	
Annabiffy -	-		Tonwee -	-	
Annagippaun -	-		Tonweeroe -	-	
Annarawer, East -	-		Tullyvealnaslee -	-	
Annarawer, West -	-		Tullyvrick -	-	
Annabagariff -	-		Urkaunbeg Island	-	
Annabrowmanagh -	-		Urkaunmore -	-	
			Twenty small Islands	-	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
DOUGHTERARD—continued.	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.	Ross.	DOUGHTERARD—continued.	All the Town- lands in this Union are in the County of Galway, except Ballykine, Lower, in Cloonbur, Eastern Divi- sion, Mayo.	Wormhole.
Barrevagh - - -			Rosscahill, East - -		
Cammanagh - - -	-	Turlough.	Rosscahill, West - -	King's - -	Ballycumber.
Cangarrow - - -			Ross Demesne - - -		
Crumlin, West - -			Srue - - - - -		
Currarevagh - - -			Straw - - - - -		
Dead Island - - -			Wormhole - - - -		
Drinn - - - - -			<i>Twenty-one small Islands</i>		
Earl's Island - - -			PARSONSTOWN:		
Gowlaun - - - -			Ballycumber - - -		
Lecarrow - - - -			Bellair, or Ballyard - -		
Shanafaraghaun - -			Castle Armstrong - -		
Sranahan - - - -			Cornafurrish and Corra- beg - - - - -		
Tawnaleen - - - -			Grogan and Corroe - - -		
Toorloggagh - - -			Killaghintoher - - -		
Clynagh Island - -			Leabeg - - - - -		
Crow Island - - -			Moorock - - - - -		
Derroogh, North - -			Parkaree, or Boherfadda		
Dog Island - - - -			Springpark - - - -		
Freaghillaunmore - -			Ballyeigher - - - -		
Garrivinnagh - - -			Bird's Island - - - -		
Glencoh - - - - -			Boheradurrow - - -		
Gortmore - - - -			Claremount - - - -		
Halfcartron - - -			Clontotan - - - - -		
Illaunceragh, West -			Clyn's Island - - - -		
Illaunmore - - - -			Coolderry - - - - -		
Illaunnagappul - -			Coolfin - - - - -		
Illaunrossalough -			Cuba - - - - -		
Inisheltia - - - -			Cummeen - - - - -		
Kilbrickan - - - -			Curraghavarna and Port- avrolla - - - - -		
Knockadav - - - -			Curraghlahan - - -		
Ooid - - - - -			Cushcallow, or Cloncallow		
Roskeeda - - - -			Dernafanny - - - -		
Rosmuck - - - - -			Feeghroe, or Mountcar- teret - - - - -		
Shannavara - - - -			Feeghs - - - - -	- ditto - -	Banagher.
Snauvbo - - - - -			Garrycastle - - - -		
Turlough - - - - -			Grant's Island - - -	- ditto - -	Broughal.
Turloughbeg - - -			Houghton's Island - -		
<i>Twenty four small Islands</i>			Kylebeg, or Banagher -		
Boleyvaunaun - - -			Lecarrow, Glebe or Bri- tannia - - - - -		
Burnthouse, or Bleanoran			Macoghlan's Island - -		
Callowmamuck - - -			Mullaghakaraun - - -		
Carrowmoreknock - -			Mullaghakaraun Bog - -		
Cloonmore - - - -			Streamstown - - - -		
Corranellistrum - -			Timolin - - - - -		
Doon - - - - -			<i>Five Islands</i> - - - -		
Drimnahoon - - - -			Barnaboy - - - - -		
Fahy - - - - -			Broughal - - - - -		
Garrynagry - - - -			Clontaglass - - - -		
Gortacarnaun - - -			Ballingowan Glebe - -	- ditto - -	Cloghan.
Gortmore - - - - -			Ballylongan - - - -		
Gortnagroagh - - -			Ballyshane - - - -		
Gortnahoon - - - -			Clogan - - - - -		
Illannaveel - - - -			Coolreagh, or Cloghanhill		
Illaunfadda - - - -			Coraknock Glebe - - -		
Illaunnaboolia - - -			Cortullagh, or Grove -		
Killaguile - - - -			Creggan and Glosterboy		
Killannine - - - -			Cush - - - - -		
Killola - - - - -			Drishoge, or Strawberry- hill - - - - -		
Knocks, North - - -			Galros - - - - -		
Kylemore - - - - -			Killeenbog - - - - -		
Laghtgannon - - - -			Killowneybeg - - - -		
Larragan - - - - -			Killowneymore - - -		
Lee's Island - - - -			Magherabane - - - -		
Middle - - - - -			Stonestown - - - - -		
Oakfield, or Gortnandar- ragh - - - - -			Tonlemone - - - - -		
Ower - - - - -					
Park - - - - -					
Pollagh - - - - -					
Porridgetown, East -					
Porridgetown, West -					
Pribbaun - - - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
PARSONSTOWN—continued.			PARSONSTOWN—continued.		
Carrowkeel - - -	King's	Clonmacnoise.	Cornagark - - -	King's	Drumcullen.
Clonfinlough - - -			Curragh, Lower - - -		
Cloniff - - -			Curragh, Upper - - -		
Clonmacnoise - - -			Derry, Lower - - -		
Clorhane - - -			Derry, Upper - - -		
Creevagh - - -			Dovehill - - -		
Glebe - - -			Gortnamuck - - -		
Tullaghbeg - - -			Kiltubbrid Island - - -		
Ballindrinnan - - -	ditto	Derrinboy.	Laughil - - -		
Ballymaddock - - -			Lisduff - - -		
Ballynacarrig - - -			Moneenderg - - -		
Ballywilliamreagh - - -			Mullanafawnia - - -		
Coolfin Glebe - - -			Pass - - -		
Coolreagh Glebe - - -			Raheenglass - - -		
Derrinboy - - -			Rathmount - - -		
Killeen and Lugnaboley - - -			Roundhill - - -		
Knockhill and Drinagh - - -			Russellspenn - - -		
Luganiska - - -			Thomastown Demesne - - -		
Money - - -			Tinnacross - - -		
Aghagoogy - - -			Ballycollin - - -	ditto	Eglis.
Ballykealy - - -			Ballynaguilsha - - -		
Ballynacard - - -			Boolinarig, Big - - -		
Carrigeen - - -			Boolinarig, Little - - -		
Clooneen - - -			Boolinarig School Land - - -		
Derrinlough - - -			Clondallow - - -		
Derryad - - -			Coologe - - -		
Derrymullin and Lough- derrig - - -			Cush - - -		
Drinagh - - -			Dovegrove - - -		
Doorosheath - - -			Eglis - - -		
Glenamony Glebe - - -			Galros, East - - -		
Lowerheath - - -			Galros, West - - -		
Parkmore - - -			Gleams - - -		
Whigsborough - - -			Mounthenry - - -		
Aghafin - - -	ditto	Doon.	Ross - - -		
Cappanalsosset - - -			Shanacloon - - -		
Castlereagh - - -			Aghaboy - - -	ditto	Ferbane.
Cooldórragh - - -			Ballydaly - - -		
Corbane - - -			Ballylin - - -		
Cormore and Corbeg - - -			Ballyvlin - - -		
Corracullin - - -			Ballyvora - - -		
Doon Demesne - - -			Brehoge - - -		
Esker - - -			Coole - - -		
Glebe - - -			Curraghalassa - - -		
Kilnagarnagh - - -			Curraghwheery - - -		
Lackaghbeg - - -			Derricabeg - - -		
Lackaghmore - - -			Derricamore - - -		
Laughil - - -			Derries - - -		
Rashinagh - - -			Ferbane - - -		
Togher - - -			Glebe - - -		
Bigwood - - -	ditto	Dromoye.	Keeloge - - -		
Castletown - - -			Kilcolganbeg - - -		
Clonbeg - - -			Kilcolganmore - - -		
Cree - - -			Kincora - - -		
Cree - - -			Lisdermot - - -		
Dromoye - - -			Rosfaraghan - - -		
Fortel - - -			Vicarstown - - -		
Irishtown - - -			Wheery - - -		
Island - - -			Ballincloghan - - -	ditto	Frankford.
Kilcolman - - -			Ballincloghan, Little - - -		
Killeenbreaghan - - -			Ballybog - - -		
Kilmaine - - -			Ballybrackan, or Ridge- mount - - -		
Annaghmore and An- naghbeg - - -			Ballybrackan, Little - - -		
Ballynacarra - - -			Ballycollin, Lower - - -		
Ballyroe - - -			Ballycollin, Upper - - -		
Coagh, Lower - - -			Ballylannan - - -		
Coagh, Upper - - -			Ballyoran - - -		
Colmanstown - - -			Ballywilliam - - -		
			Curraghmore - - -		
			Davistown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ONSTOWN—continued.			PARSONSTOWN—continued.		
Grave, North - -	King's	Lusmagh.	Ballywilliam - -	King's	Roscomroe.
Grave, South - -			Beagh - - - -		
nduff - - - -			Clashroe - - -		
rtachallow - - -			Longford - - -		
tanisky - - - -			Newtown - - -		
rtarevan - - - -			Pollduff - - -		
tnacrannagh - -			Roscomroe - - -		
tskeha - - - -			Aghagurty - - -	ditto	Seirkieran.
ncogan - - - -			Ballygaddy - - -		
unnacalliagh - -			Bellhill - - - -		
unnarank - - - -			Breaghmore - - -		
nanaclea - - - -			Churchlands - -		
perky - - - -			Clonmore - - -		
neelchon - - - -			Courtland, or Viewmount		
nochonna - - - -			Derrybeg - - -		
agh - - - -			Glebe - - - -		
aghbeg - - - -			Grange - - - -		
nahanny, or Ashgrove			Killinure - - -		
nahanny, or Fulough			Kyle - - - -		
kinish - - - -			Longford, Big - -		
town - - - -			Longford, Little -		
bourne - - - -			Mossfield - - -		
Island - - - -			Oakleypark - - -		
y Islands - - - -			Osierbrook - - -		
aghanoher - - -	ditto	Mounterin.	Banragh Island - -	ditto	Shannonbridge.
yboy - - - -			Borniagh Island - -		
rneena - - - -			Cotteenagh Island -		
yslavin - - - -			Charlestown - - -		
arstown - - - -			Clondelara - - -		
ikbull - - - -			Clonever - - - -		
raunreagh - - -			Cloniffeen - - -		
akeel - - - -			Curraghmore - - -		
evan - - - -			Gurymore - - - -		
gawnybeg - - - -			Gnrrawirra - - -		
gawnymore - - -			Killaphort - - -		
rah and Glaster -			Lecarrow - - - -		
macullina - - -			Leitra - - - -		
park - - - -			Raghra - - - -		
aghansglaster -	ditto	Moyclare.	Shannonbridge Island -	ditto	Shannonhar- bour.
ally - - - -			Turret Island - - -		
ter - - - -			Attinkee - - - -		
glinny - - - -			Balliver - - - -		
knahorna - - - -			Bullock Island - -		
waun - - - -			Carrick - - - -		
own - - - -			Cornamona - - -		
ghoole - - - -			Clononybeg - - -		
ersglaster - - -			Clononymore - - -		
bloman - - - -			Crancreagh - - -		
blclare - - - -			Guernal - - - -		
rawny - - - -			Kilcamin - - - -		
yon Glebe - - -			Lock House Island -		
an - - - -			Minus Island - - -		
m - - - -			Park - - - -		
ally Glebe - - -	ditto	Parsonstown.	Derrynagun - - -	ditto	Srah.
lare - - - -			Kilnagoolny - - -		
nagh - - - -			Lemanaghan - - -		
darra - - - -			Pollagh - - - -		
down - - - -			Straduff - - - -		
ree - - - -			Tumbeagh - - - -		
william - - - -			Ballymacmurragh -	ditto	Tulla.
boy - - - -			Ballynalack - - -		
trone - - - -			Barcam - - - -		
ghil, Lower - - -			Clonlee - - - -		
ghil, Upper - - -			Derrykeel - - - -		
agrower - - - -			Glenafelly - - -		
duff - - - -			Glendine - - - -		
bane - - - -			Hundredacres - -		
n - - - -			Tulla and Crumlin -		
arks - - - -					
field, or Tullynish					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
PARSONSTOWN--continued.			PORTUMNA:	All the Town- lands in this Union are in the County of Galway.	
Ballagh - - -	Tipperary	Carrig.	Abbeyville - - -	- - -	Abbeyville.
Ballykinash - - -			Cloonmoylan - - -		
Caherhocreigh - - -			Coolfin - - -		
Castletown - - -			Dorrvunlam - - -		
Clonfree - - -			Easterfield - - -		
Clonraskin - - -			Kylemore - - -		
Cornhill - - -			Lackan - - -		
Cronekill - - -			Wellspark - - -		
Derrinlieragh - - -			Four Islands - - -		
Kylenamuck - - -					
Pallas - - -			Ballyglass - - -		
Stonestown - - -			Cappagh - - -		
Tinlough - - -			Cloonmoylan - - -		
Tinnakilly - - -			Crannagh - - -		
Arraghmore - - -	- ditto -	Clohaskin.	Drimna, East - - -	- - -	Ballyglass.
Ballaghgar - - -			Drimna, West - - -		
Clohaskin - - -			Killeen, North - - -		
Cloncortvig - - -			Killeen, South - - -		
Clonfinane - - -			Knockbrack - - -		
Coolderry - - -			Lisduff, South - - -		
Doughkile - - -			Loughaunroe, East - - -		
Faddanbeg - - -			Loughaunroe, West - - -		
Faddanmore - - -			Moanakeeba, East - - -		
Lacka - - -			Moanakeeba, West - - -		
Lacka - - -			One Island - - -		
Loughkeen - - -					
Skehanagh - - -			Coos, North - - -		
Wingfield - - -			Coos, South - - -		
Ballyduff - - -	- ditto -	Graigue.	Derrygoolin, North - - -	- - -	Coos.
Graigue - - -			Derrygoolin, South - - -		
Gurteen - - -			Derryoover, West - - -		
Lelagh - - -			Reynelamp - - -		
Lisballyard - - -			Two Islands in Lough Derg - - -		
Rath - - -					
Rockview - - -			Aghany - - -		
Ross - - -			Ardultagh - - -		
Sharragh - - -			Claremadden - - -		
Walshpark - - -			Cloonnamaskry - - -		
			Cloonoolish - - -		
			Derrew - - -		
			Kilerow - - -		
Ballyoughter - - -	- ditto -	Rathcabban.	Killadullisk - - -	- - -	Derrew.
Clongowna - - -			Killiane - - -		
Coolross - - -			Laughil - - -		
Cullagh - - -			Raheen - - -		
Culleen - - -			Timsallagh, or Spring Grove - - -		
Derry - - -					
Lisheen - - -			Bauntia - - -		
Newtown - - -			Boleynanollags - - -		
Roden - - -			Cloondadauv - - -		
Roughan - - -			Cloonoon - - -		
			Derrygill - - -		
			Derryoover, East - - -		
			Dooros - - -		
Ballincor - - -	- ditto -	Redwood.	Drummin - - -	- - -	Drummin.
Ballyea - - -			Gorteeny - - -		
Lehinch - - -			Inishdala (three Islands) - - -		
Redwood - - -			Kylenamelly - - -		
Redwood - - -			Looscaun - - -		
			Oghilly - - -		
			Rosmore - - -		
			Rostollus - - -		
			Srah - - -		
			Eighty-three Islands in Lough Derg - - -		
Annagh - - -	- ditto -	Riverstown.	Ballynamuddagh - - -	- - -	Eyrecourt.
Annaghanerrig - - -			Budellagh and Clogh- brack - - -		
Arbourhill - - -			Carrownafinnoge - - -		
Ballyloughnane - - -			Corballymore and Cam- gort - - -		
Clonmona - - -					
Corraduff - - -					
Croghan - - -					
Derrinsallow - - -					
Killeen - - -					
Killenaule - - -					
Killenaule - - -					
Sraduff - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>PORTUMNA—continued.</i>	All the Town- lands in this Union are in the County of Galway.		<i>PORTUMNA—continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Eyrecourt Demesne -		Eyrecourt.	Moorfield or Gortnamona -		Kilquain.
Eyrecourt Demesne -			Muingbaun -		
Laghbeg -			Oldstreet -		
Laghmore, Eighter -			Shanbally -		
Laghmore, Oughter -			Stowlin -		
Range -			Woodfield -		
Sanacody -					
Scodooaun -			Big Island -		
Shaskmore -			Callowbeg -		
Townparks -			Callowmore -		
Willy -			Camus -		
			Cappaluane -		
Banduffbeg -			Coorinch Island -		
Banduffmore -			Cromwell's Island -		
Dan -			Derry -		
Llycahill -			Fahy -		
Leyroe -			Fearmore -		
Lher -			Fearmore -		
Lmary -			Friar's Island -		
Lorspark -			Friarsland -		
Lolbaun -			Glennavaddoge -		
Lolbaun, West -			Gortnakilla -		
Ltry -			Keeloge -		
Lradda -			Keenaghan -		Meelick.
Lradda, South -			Kilhonerush or Wood- lands -		
Lrysiskal -			Kilmachugh -		
Lryad and Garryduff -			Lisfinny -		
Lrynasillagh -		Killimor.	Lismafadda -		
Larnesbrooke Demesne -			Meelick -		
Lathlawn -			Meeneen -		
Llimor and Boleybeg -			Millpark -		
Lmore -			Moyower -		
Lnamullaun -			Muckanagh -		
Ldeligny -			Murragh Island -		
Lgheramore -			Prospect Demesne -		
Lneenaveena -			Slaghta -		
Lil or Inga -			Tullinlicky -		
Lgrove -			Thirty-three Islands -		
Lnahincha -					
Lleen -			Boleynaminna -		
Lhmorechanduff -			Cappacuilla -		
Lhmore Demesne -			Carhoon -		
Lsheeny -			Clooncona -		
Lananearla -			Cloonconabeg -		
			Cloonnacusha -		
Lycrossaun -			Garraunnameetagh -		
Lpagh -			Killeen, East -		
Lpasallagh -			Killeen, West -		Moat.
Lr -			Kilmurry -		
Lryhiveny, North -			Lisduff -		
Lryhiveny, South -			Lismihil -		
Lstadullisk -			Moat -		
Lstaha -			Pollfeeneen -		
Lstawullaun -		Kilmalinoge.	Rahyconor -		
Lstnaacloghy -			Skehanagh -		
Lstrea or Fairfield -			Whitegates -		
Lstynneill -					
Lstwil -			Ballinsmaul -		
Lmalinoge -			Ballydonagh -		
Lvtown -			Ballyleen -		
Lsaun -			Bouluskeagh or Flower- hill -		
Lrmore -			Brackery, North -		
o Islands -			Brackery, South -		
			Cappacur -		Pallas.
Llgrague -			Connet -		
Llonaghmore -			Cloonnagark -		
Lrpark -			Feebrack or Nutgrove -		
Lrew -			Foolagh -		
Llachunna -		Kilquain.	Garraun -		
Llquain -			Gortnasillagh -		
Llaniska, North -			Kilcorban -		
Llaniska, South -					
Lorfield -					
Lorfield or Gortnamona -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>PORTUMNA—continued.</i>	All the Town- lands in this Union are in the County of Galway.	Pallas.	<i>PORTUMNA—continued.</i>	All the Town- lands in this Union are in the County of Galway.	Tynagh.
Knockaneevin and Bally- watteen - - - -			Clooncastle - - - -		
Leecarrow - - - -	- - - -	Pallas.	Conicar - - - -	- - - -	Tynagh.
Lissanard, East - - - -			Derrybeg - - - -		
Lissanard, West - - - -	- - - -	Pallas.	Duniry - - - -	- - - -	Tynagh.
Pallas - - - -			Feagh - - - -		
Parknahown - - - -	- - - -	Pallas.	Friary - - - -	- - - -	Tynagh.
Polltalloon, East - - - -			Garrynaglonagh - - - -		
Polltalloon, West - - - -	- - - -	Pallas.	Killederdaowen - - - -	- - - -	Tynagh.
Quarryhill - - - -			Kyleegan - - - -		
Racecourse - - - -	- - - -	Pallas.	Lackabaun - - - -	- - - -	Tynagh.
Reaghan - - - -			Lisheennaght - - - -		
Reask - - - -	- - - -	Pallas.	Moore - - - -	- - - -	Tynagh.
Tooreen - - - -			Newtownbracklagh - - - -		
	- - - -	Pallas.	Redpark - - - -	- - - -	Tynagh.
			Shanbally - - - -		
	- - - -	Pallas.	Spring Garden - - - -	- - - -	Tynagh.
			Tynagh - - - -		
Aghrimhill - - - -	- - - -	Pallas.		- - - -	Tynagh.
Attigarra - - - -					
Ballyhanry - - - -	- - - -	Pallas.		- - - -	Tynagh.
Ballymartin - - - -					
Ballynahesheragh - - - -	- - - -	Pallas.		- - - -	Tynagh.
Ballynew - - - -					
Ballyshrule - - - -	- - - -	Pallas.		- - - -	Tynagh.
Boley - - - -					
Boley - - - -	- - - -	Pallas.		- - - -	Tynagh.
Caher - - - -					
Capira - - - -	- - - -	Pallas.		- - - -	Tynagh.
Claggernagh, East - - - -					
Claggernagh, West - - - -	- - - -	Pallas.		- - - -	Tynagh.
Cloghatanna - - - -					
Cooldorragha - - - -	- - - -	Pallas.		- - - -	Tynagh.
Coolnageeragh - - - -					
Coolpowra - - - -	- - - -	Pallas.		- - - -	Tynagh.
Creggeen - - - -					
Curraghmore - - - -	- - - -	Pallas.		- - - -	Tynagh.
Deerpark - - - -					
Drumscar - - - -	- - - -	Pallas.		- - - -	Tynagh.
Fairyhill - - - -					
Gortacroeheen - - - -	- - - -	Pallas.		- - - -	Tynagh.
Gortanummera - - - -					
Gorteenphadder - - - -	- - - -	Pallas.		- - - -	Tynagh.
Gortlusk - - - -					
Graigueakilleen - - - -	- - - -	Pallas.		- - - -	Tynagh.
Graiguegowan - - - -					
Lecarrow - - - -	- - - -	Pallas.		- - - -	Tynagh.
Lickmolassy - - - -					
Oultort - - - -	- - - -	Pallas.		- - - -	Tynagh.
Pallas - - - -					
Portumna - - - -	- - - -	Pallas.		- - - -	Tynagh.
Portumna Demesne - - - -					
Queen's Acres - - - -	- - - -	Pallas.		- - - -	Tynagh.
Sawnagh - - - -					
Shanvally - - - -	- - - -	Pallas.		- - - -	Tynagh.
Sheaunrush - - - -					
Stoney Island - - - -	- - - -	Pallas.		- - - -	Tynagh.
Thorneyfield - - - -					
<i>Eighty six Islands</i>	- - - -	Pallas.		- - - -	Tynagh.
Ashfield - - - -	- - - -	Pallas.		- - - -	Tynagh.
Ballinlug - - - -					
Cappakeela - - - -	- - - -	Pallas.		- - - -	Tynagh.
Kill - - - -					
Knavegh - - - -	- - - -	Pallas.		- - - -	Tynagh.
Lisduneen - - - -					
Longford - - - -	- - - -	Pallas.		- - - -	Tynagh.
Magheranearla - - - -					
Skehanagh - - - -	- - - -	Pallas.		- - - -	Tynagh.
Skehanagh - - - -					
Tiranascragh - - - -	- - - -	Pallas.		- - - -	Tynagh.
Abbey - - - -	- - - -	Pallas.		- - - -	Tynagh.
Ballynamona - - - -					
Bracklagh - - - -	- - - -	Pallas.		- - - -	Tynagh.
Cartron, North - - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RATHDOWN—continued.			RATHDOWN—continued.		
Ballybrack - - -	Dublin - - -	Killiney.	Annaghaskin - - -	Dublin - - -	Bray.
Cherrywood - - -			Askee - - -		
Hackettsland - - -			Ballyman - - -		
Kilbogget - - -			Bray Commons - - -		
Killiney - - -			Cork, Great - - -		
Loughlinstown - - -			Cork, Little - - -		
Loughlinstown Commons			Little Bray - - -		
Dalkey - - -			Old Connaught - - -		
Dalkey Commons - - -			Phrompstown - - -		
Dalkey Islands and Four small Islands - - -			Ravenswell - - -		
Ballinlea - - -			Ballymorris - - -	Wicklow - - -	
Rocheshill - - -			Ballynamuddagh - - -		
Rochestown - - -			Ballywaltrin - - -		
Rochestown Domain - - -			Bray - - -		
Scalpwilliam, or Mount Mapas - - -			Bray Commons - - -		
Ballyogan - - -			Giltspur - - -		
Blackthorn - - -			Irishtown - - -		
Brenanstown - - -			Kilbride - - -		
Carmanhall - - -			Killarney - - -		
Carmanhall and Leop- ardstown - - -			Kilruddery Deerpark - - -		
Carrickmines, Great - - -			Kilruddery Demesne, East - - -		
Carrickmines, Little - - -			Kilruddery Demesne, West - - -		
Kerrymount - - -			Newcourt - - -		
Kingston - - -			Oldcourt - - -		
Laughlanstown - - -			Springfield - - -		
Fiknick - - -			Ballydonagh - - -	ditto - - -	
Bullock - - -	Bellevue Demesne - - -	Delgany.			
Dunleary - - -	Belmont Demesne - - -				
Glasthule - - -	Coolagad - - -				
Glenagarey - - -	Coolnaskeagh - - -				
Honeypark - - -	Delgany - - -				
Lansville - - -	Killincarrig - - -				
Monkstown - - -	Kilruddery Deerpark - - -				
Monkstown Castle Farm - - -	Kindlestown, Lower - - -				
Monkstown House Farm - - -	Kindlestown, Upper - - -				
Mountashton - - -	Paddock - - -				
Thomastown - - -	Rathdown, Lower - - -				
Annaghaskin - - -	Rathdown, Upper - - -				
Ballycorus - - -	Templecarrig, Lower - - -				
Barnaslingan - - -	Templecarrig, Upper - - -				
Hebe - - -	Windgate - - -				
Johnstown - - -	Barchuillia Commons - - -				
Loughlinstown Commons	Carrigoona Commons, East - - -				
Rathmichael - - -	Carrigoona Commons, West - - -				
Shanganagh - - -	Fassaroe - - -				
Shankill - - -	Glengap Commons, North - - -				
Sarysfort - - -	Glengap Commons, South - - -				
Hebe - - -	Glengap Commons, Upper - - -				
Stillorgan Grove - - -	Glencormick, North - - -				
Stillorgan, North - - -	Glencormick, South - - -				
Stillorgan Park - - -	Hollybrook - - -				
Stillorgan, South - - -	Kilcorney - - -				
Valtersland - - -	Kilmacanoge, North - - -				
Woodland - - -	Kilmacanoge, South - - -				
Kilmacud, East - - -	Kilmurry, North - - -				
Kilmacud, West - - -	Kilmurry, South - - -				
Abinteely - - -	Wingfield - - -				
Cornelscourt - - -	Calary, Lower - - -				
Deansgrange - - -	Calary, Upper - - -				
Boxrock - - -	Annacrivey - - -				
Hallop Green, North - - -	Aurora - - -				
Hallop Green, South - - -	Bahana - - -				
Johnstown - - -	Ballinagee - - -				
Hill of the Grange - - -	Ballybrew - - -				
Tulchanstown - - -	Ballycoyle - - -				
Tewpark - - -	Ballylerane - - -				
Tewtownpark - - -	Ballyreagh - - -				
Upperstown - - -	Ballyross - - -				
Woodpark - - -	Barnamire - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RATHDOWN—continued.			RATHDRUM—continued.		
Cloon - - -			Ballynattin - - -	All the Town- lands in this Union are in the County of Wicklow.	
Cookstown - - -			Ballyraine, Lower - - -		
Crone - - -			Ballyraine, Middle - - -		
Curtlestown, Lower - - -			Ballyraine, Upper - - -		
Curtlestown, Upper - - -			Ballyrocaun - - -		
Deerpark - - -			Ballyrush - - -		
Enniskerry - - -			Barnacleagh, East - - -		
Glaskenny - - -			Barnacleagh, North - - -		
Kilgarran - - -			Barnacleagh, South - - -		
Killegar - - -			Bogland - - -		
Kilmalin - - -			Clogga - - -		
Knockbawn - - -			Clonwilliam - - -		
Knocksink - - -			Cooladangan - - -		
Lackendarragh, Lower - - -			Coolahullin - - -		
Lackendarragh, Upper - - -			Coolastangan - - -		
Monastery - - -			Coolastangan - - -		
Oldboleys - - -			Coolgarrow - - -		
Onagh - - -			Cronelusk - - -		
Parknasilloge - - -			Curranstown, Lower - - -		
Powerstown Demesne - - -	Wicklow	Powerscourt.	Curranstown, Upper - - -		
Powerstown Mountain - - -			Ecawn - - -		
Tinnehinch - - -			Glenart - - -		
Tonygarrow - - -			Johnstown Hill - - -		
Ballinteskinn - - -			Johnstown, Lower - - -		
Ballybawn, Lower - - -			Johnstown, Upper - - -		
Ballybawn, Upper - - -			Kilcarra, East - - -		
Ballyorney - - -			Kilcarra, West - - -		
Charleville Demesne - - -			Killahurler, Lower - - -		
Coolakay - - -			Killahurler, Upper - - -		
Glebe - - -			Kilmurry, Lower - - -		
Killough, Lower - - -			Kilmurry, Middle - - -		
Killough, Upper - - -			Kilmurry, Upper - - -		Arklow.
Loughill Commons - - -			Kish - - -		
Newtown - - -			Knockanrahan, Lower - - -		
Stilebawn - - -			Knockanrahan, Upper - - -		
Tinnehinch - - -			Knockanree - - -		
Ballinteskinn - - -			Knockmiller - - -		
Ballyremon Commons - - -			Lamberton - - -		
Powerscourt Paddock - - -			Monaglogh - - -		
			Money, Big - - -		
			Money, Little - - -		
			Moneylane - - -		
			Mongan - - -		
			Moneyteigue, Middle - - -		
			Moneyteigue, North - - -		
			Moneyteigue, South - - -		
			Moorehill - - -		
			Park - - -		
			Pollahoney - - -		
			Raheenleagh - - -		
			Rock, Big - - -		
			Rockbog - - -		
			Rock, Little - - -		
			Rostygah - - -		
			Sheephouse - - -		
			Slieveduff - - -		
			Slievefoore - - -		
			Springfield - - -		
			Thomastown - - -		
			Tinahask, Lower - - -		
			Tinahask, Upper - - -		
			Yardland - - -		
			Aughrim, Lower - - -		Aughrim.
			Aughrim, Upper - - -		
			Balleeshal - - -		
			Clone - - -		
			Crafield - - -		
			Cronnawinnia - - -		
			Killacloran - - -		
			Macreddin, East - - -		
			Macreddin, West - - -		
			Sheeanabeg (Robeck) - - -		
			Sheeanabeg (Whaley) - - -		
RATHDRUM:					
Altidore Demesne - - -	All the Town- lands in this Union are in the County of Wicklow.	Altidore.			
Altidore Demesne - - -					
Ballinashinnagh - - -					
Ballinasoostia - - -					
Carriggower - - -					
Drumbawn - - -					
Easthill - - -					
Glendarragh - - -					
Knockatemple - - -					
Knockraheen - - -					
Tithewer - - -					
Abbeylands - - -		Arklow.			
Arklow - - -					
Askintinny - - -					
Ballenabanoge - - -					
Ballinagore - - -					
Ballinasilloge - - -					
Ballintemple - - -					
Ballintombay - - -					
Ballinvally - - -					
Ballinvally, Lower - - -					
Ballinvally, Upper - - -					
Ballycoog, Lower - - -					
Ballycoog, Upper - - -					
Ballyduff - - -					
Ballyduff, North - - -					
Ballyduff, South - - -					
Ballygriffin - - -					
Ballykillageer, Lower - - -					
Ballykillageer, Upper - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
RATHDRUM—continued.	All the Town- lands in this Union are in the County of Wicklow.	Aughrim.	RATHDRUM—continued.	All the Town- lands in this Union are in the County of Wicklow.	Ballycullen.	
Threewells - - -			Aghowle, Lower - - -			
Finnakelly, Upper - - -			Aghowle, Upper - - -			
Comanierin, Lower - - -			Ballardbeg - - -			
Comanierin, Upper - - -			Ballycullen - - -			
Bahana (King) - - -			Ballymaghroe - - -			
Bahana (Whaley) - - -			Tiglin - - -			
Ballard - - -			Brockagh - - -		Brockagh.	
Ballinaclash - - -			Derrybawn - - -			
Ballyeustace - - -		Ballinaclash.	Laragh, East - - -			
Ballymoney - - -			Laragh, West - - -			
Ballymorris, Lower - - -			Lugduff - - -			
Ballymorris, Upper - - -			Seven Churches, or Ca- maderry - - -			
Cloneen - - -			Ballinastoe - - -		Calary.	
Cooleflake - - -			Glasnamullen - - -			
Cronebeg - - -			Ballinabarny, North - - -			
Cronebane - - -			Ballinabarny, South - - -			
Cronebane - - -			Castlehoward - - -		Cronebane.	
Cronebane - - -			Cherrymount - - -			
Cronebane - - -			Connary, Lower - - -			
Cronebane - - -			Connary, Upper - - -			
Cronebane - - -		Ballinacor.	Coolaneal - - -			
Cronebane - - -			Cronebane - - -			
Cronebane - - -			Kilmacoo - - -			
Cronebane - - -			Kilmacoo - - -			
Cronebane - - -			Kilmacoo, Upper - - -			
Cronebane - - -			Sroughmore - - -			
Cronebane - - -			Tigroney, East - - -			
Cronebane - - -			Tigroney, West - - -			
Cronebane - - -			Ballydowling - - -			
Cronebane - - -			Ballyflanagan - - -			
Cronebane - - -			Ballynagran - - -			
Cronebane - - -			Ballykeppoge - - -			
Cronebane - - -			Ballymoney - - -			
Cronebane - - -			Ballymurrin, Lower - - -			
Cronebane - - -			Ballymurrin, Upper - - -			
Cronebane - - -			Bonabrocka - - -			
Cronebane - - -			Ballynacarrig - - -			
Cronebane - - -			Dunganstown, East - - -			
Cronebane - - -			Dunganstown, West - - -			
Cronebane - - -			Brittas - - -			
Cronebane - - -		Ballinderry.	Castletimon - - -		Dunganstown, East.	
Cronebane - - -			Cullen, Lower - - -			
Cronebane - - -			Cullen, Upper - - -			
Cronebane - - -			Ennisboyne - - -			
Cronebane - - -			Furzeditch, East - - -			
Cronebane - - -			Furzeditch, West - - -			
Cronebane - - -			Gormanstown - - -			
Cronebane - - -			Kilbride - - -			
Cronebane - - -			Magherabeg - - -			
Cronebane - - -			Magheramore - - -			
Cronebane - - -			Roscath - - -			
Cronebane - - -			Threemile Water - - -			
Cronebane - - -			Ardanairy - - -			
Cronebane - - -			Ballard, Lower - - -			
Cronebane - - -			Ballard, Upper - - -			
Cronebane - - -			Ballinaclea - - -			
Cronebane - - -		Ballyarthur.	Ballinacor, East - - -			
Cronebane - - -			Ballinacor, West - - -			
Cronebane - - -			Ballycapple - - -			
Cronebane - - -			Ballycapple Hill - - -			
Cronebane - - -			Ballyclough, North - - -		Dunganstown, South.	
Cronebane - - -			Ballyclough, South - - -			
Cronebane - - -			Ballyhara - - -			
Cronebane - - -			Ballyherrig - - -			
Cronebane - - -			Ballynamona - - -			
Cronebane - - -			Ballynapark - - -			
Cronebane - - -						
Cronebane - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
HDRUM—continued.	All the Town-lands in this Union are in the County of Wicklow.		RATHDRUM—continued.	All the Town-lands in this Union are in the County of Wicklow.	
allycrone - - -			Baravore - - -		
allydonarea - - -			Camenabologue - - -		Knockrath.
allydonarea - - -			Carrawaystick - - -		
allygannon - - -			Carriglinneen - - -		
allyloughlin - - -			Cloghernagh - - -		
allynerrin - - -			Clonkeen - - -		
allyphilip - - -			Conavalla - - -		
allyronan - - -			Corrasillagh - - -		
allyhorsey - - -			Cullentragh, Big - - -		
ellevue Demesne - - -			Cullentragh, Little - - -		
ullford - - -			Cullentragh Park - - -		
Charlesland - - -			Kirikee - - -		
boldross, Lower - - -			Annagolan - - -		
boldross, Middle - - -			Kilmullin - - -		
boldross, Upper - - -			Knockaphrumpa - - -		
reowen - - -			Moneytown Hill - - -		
owns - - -			Moneytown, North - - -		
ownshill - - -			Moneytown, South - - -		Moneystown.
rummin, East - - -			Parkmore - - -		
rummin, West - - -			Parkroe - - -		
rrankelly - - -			Sleanaglogh - - -		
olywell - - -					
ilcoole - - -			Ballybla - - -		
illickabawn - - -			Ballyvolan, Lower - - -		
ilquade - - -			Ballyvolan, Upper - - -		
ilquade - - -			Barnacoyle, Big - - -		
illinpark - - -			Barnacoyle, Little - - -		
nockroe - - -			Blackditch - - -		
rieststown - - -			Blackditch - - -		
ilcbawn - - -			Castlegrange - - -		
nnapark Demesne - - -			Grange, North - - -		
oman - - -			Grange, South - - -		
oodlands - - -			Killadreenan - - -		
oodstock Demesne - - -			Kilmartin - - -		
			Kilmullin - - -		
allinahinch - - -			Leabeg, Lower - - -		Newcastle, Lower.
allycurry Demesne - - -			Leabeg, Middle - - -		
allydoreen - - -			Leabeg, Upper - - -		
allyduff, Lower - - -			Leamore, Lower - - -		
allyduff, Upper - - -			Leamore, Upper - - -		
allymoneen - - -			Newcastle, Lower - - -		
allyhenry - - -			Newcastle, Middle - - -		
rchwood - - -			Newcastle, Upper - - -		
pleynass, Lower - - -			Slate - - -		
pleynass, Upper - - -			Tiglin - - -		
roomfield - - -			Tiglin - - -		
rrignamuck, Lower - - -			Ballinahinch - - -		
rrignamuck, Upper - - -			Ballinahinch, Lower - - -		
arrowbawn - - -			Ballinahinch, Middle - - -		
ora - - -			Ballinahinch, Upper - - -		
rsillagh - - -			Ballygarret - - -		
urtfoyle - - -			Callowhill, Lower - - -		
allenmore - - -			Callowhill, Upper - - -		
anran Demesne - - -			Cooladoyle - - -		
anran Demesne - - -			Bromley - - -		
anranhill - - -			Johnstown - - -		
chinappa, North - - -			Keeloge, Lower - - -		
chinappa, South - - -			Keeloge, Upper - - -		
ellystown - - -			Kilday - - -		
illiskey - - -			Kilmacullagh - - -		Newcastle, Upper.
ltimon - - -			Kilmurry - - -		
ltimon - - -			Kilpedder, East - - -		
oorstown - - -			Kilpedder, West - - -		
ewtownboswell - - -			Knockadreet - - -		
athmore - - -			Knockadreet - - -		
mcwoyle, Lower - - -			Knockfadda - - -		
mcwoyle, Upper - - -			Merepark - - -		
			Monalin - - -		
rhavannagh (Revel) - - -			Moneycarroll - - -		
allinafunshoge - - -			Mountkennedy Demesne - - -		
allinagoneen - - -			Mountkennedy Demesne		
allinaskea - - -					
allyboy - - -					
allybraid - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RATHDRUM—continued.	All the Town- lands in this Union are in the County of Wicklow.		RATHDRUM—continued.	All the Town- lands in this Union are in the County of Wicklow.	
Newtown Mountkenedy	}	Newcastle, Upper.	Mullinaveige - - -	}	Togher.
Mountjohn - - -			Sleamane, or Ballinvalla		
Prospect, Lower - - -			Sraghmore - - -		
Prospect, Upper - - -			Togherbeg - - -		
Seasonpark - - -			Toghermore - - -		
Seaview - - -	}	Oldtown.	Ballard - - -	}	Trooperstown.
Timmore - - -			Ballard Park - - -		
Truddar - - -			Ballylug - - -		
Ballinacorbeg - - -			Ballylusk - - -		
Castlekevin - - -			Clarabeg, North - - -		
Roundwood - - -	}	Ovoca.	Clarabeg, South - - -	}	Wicklow.
Tomdarragh - - -			Claramore - - -		
Tomriland - - -			Cronybyrne - - -		
Ballinamona - - -			Cronybyrne Demesne - - -		
Ballinapark - - -			Glenwood - - -		
Ballygahan, Lower	}	Rathdrum.	Lickeen - - -	}	
Ballygahan, Upper			Trooperstown - - -		
Ballymoneen - - -			Ashtown - - -		
Ballymurtagh - - -			Ashtown - - -		
Castlemacadam - - -			Ballinteskin - - -		
Garnagowlan - - -	}	Rathdrum.	Ballybeg - - -	}	
Kilcashel - - -			Ballygonnell - - -		
Kilqueeny - - -			Ballyguilebeg - - -		
Knockanode - - -			Ballyguilemore - - -		
Knocknamohill - - -			Ballyhara - - -		
Parknashaw - - -	}	Rathdrum.	Ballynerrin - - -	}	
Raheenavine - - -			Ballynerrin, Lower - - -		
Templelusk - - -			Ballynerrin, Upper - - -		
Tinnehinch - - -			Blackditch - - -		
Avondale - - -			Blainroe, Lower - - -		
Bahana - - -	}	Rathdrum.	Blainroe, Upper - - -	}	
Balleese, Lower - - -			Bollarney Murragh - - -		
Balleese, Upper - - -			Bollarney, North - - -		
Balleese Wood - - -			Bollarney, South - - -		
Ballinacarrig, Lower - - -			Broomhall - - -		
Ballinacarrig, Upper - - -	}	Rathdrum.	Buskeen - - -	}	
Ballinakill - - -			Commons - - -		
Ballinastraw - - -			Coolawinnia - - -		
Ballindoyle - - -			Corporation Lands - - -		
Ballycarrigeen - - -			Corporation Lands, 1st		
Ballygannon - - -	}	Rathdrum.	Division - - -	}	
Ballyknockan, Lower - - -			Corporation Lands, 2d		
Ballyknockan, Upper - - -			Division - - -		
Ballyteige - - -			Corporation Murragh - - -		
Ballybrusna - - -			Clonmannan - - -		
Barnbawn - - -	}	Rathdrum.	Cronykeery - - -	}	
Corballis, Lower - - -			Dunbur Head - - -		
Corballis, Upper - - -			Dunbur, Lower - - -		
Drumdangan - - -			Dunbur, Upper - - -		
Garryduff - - -			Friarshill - - -		
Garrymore, Lower - - -	}	Rathdrum.	Glebe - - -	}	
Garrymore, Upper - - -			Glebe - - -		
Glasnarget, North - - -			Hawkstown, Lower - - -		
Glasnarget, South - - -			Hawkstown, Upper - - -		
Keeloges - - -			Kilpoole Hill - - -		
Kingston - - -	}	Rathdrum.	Kilpoole, Lower - - -	}	
Knockadosan - - -			Kilpoole, Upper - - -		
Meetings - - -			Killoughter - - -		
Mountlusk - - -			Knockaquirk - - -		
Moyntagh - - -			Knockrobin - - -		
Rathdrum - - -	}	Rathdrum.	Knockrobin Murragh - - -	}	
Slieveroe - - -			Merrymeeing - - -		
Stump of the Castle - - -			Newtown - - -		
Tanseyclose - - -			Raheenmore - - -		
Timullin - - -			Tinakelly - - -		
Ticlash - - -	}	Togher.	Tinakelly Murragh - - -	}	
Ashtown, or Ballinafun- shoge - - -			Toberaviller - - -		
Baltynanima - - -			Wicklow - - -		
Ballinrush - - -			One Island - - -		
Jarrigroe - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RATHKEALE:	All the Town- lands in this Union are in the County of Limerick.		RATHKEALE—continued.	All the Town- lands in this Union are in the County of Limerick.	
Askeaton - - -	- - -	Askeaton, East.	Drominycullane - - -	- - -	Castletown.
Ballyengland, Lower - - -			Drominoona - - -		
Ballyengland, Upper - - -			Milltown - - -		
Ballyhomin - - -			Moig, East - - -		
Cragmore - - -			Moig, East Glebe - - -		
Moig, North - - -			Moig, West - - -		
Moig, South - - -			Newtown - - -		
			Pigot's Island - - -		
			Ringmoylan - - -		
			Ringmoylan - - -		
Aghalacka - - -	- - -	Askeaton, West.	Waller's Island - - -	- - -	Craggs.
Ballyclogh - - -			Ardaneer - - -		
Ballycullen - - -			Baliinknockane - - -		
Ballyellinan - - -			Carrowclogh - - -		
Ballynacaheragh - - -			Churchfield - - -		
Baunreagh - - -			Craggs - - -		
Cloonreask - - -			Craggs - - -		
Cloonreask - - -			Deelish - - -		
Coolrahee - - -			Dysert - - -		
Greenish Island - - -			Ellaha - - -		
Holly Island - - -	- - -	Aughinish.	Hazelfield - - -	- - -	Croagh.
Tomdeely, North - - -			Inchagreenoge - - -		
Tomdeely, South - - -			Islandmactiege - - -		
White Island - - -			Knockardnacorlan - - -		
Six Islands - - -			Mulderricksfield - - -		
			Mulderricksfield - - -		
			Oorla - - -		
			Rincullia - - -		
			Robertstown - - -		
			Sroolane - - -		
Aughinish, East - - -	- - -	Ballyallinan.	Sroolane, North - - -	- - -	Dromard.
Aughinish, West - - -			Sroolane, South - - -		
Curmweela Island - - -			Stokesfield - - -		
Fawnamore - - -			Three Islands - - -		
Glenbane, East - - -					
Glenbane, West - - -			Ballincurra - - -		
Lisillaun - - -			Ballinvira - - -		
Morgans, North - - -			Ballinvira - - -		
Morgans, South - - -			Ballynagool - - -		
Rineawinaun - - -			Boherbraddagh - - -		
Trummerabig Island - - -	- - -	Ballynacarriga.	Cappagh - - -	- - -	Dromard.
Ten Islands - - -			Clogh, East - - -		
			Clogh, West - - -		
			Clonshirebeg - - -		
			Clonshiremore - - -		
			Cloonoul - - -		
			Coolballyshane - - -		
			Croagh - - -		
			Garraunboy - - -		
			Gortnagroun - - -		
Ballyallinan, North - - -	- - -	Castletown.	Graigue - - -	- - -	Dromard.
Ballyallinan, South - - -			Graigue - - -		
Ballybrown - - -			Kiltinan, North - - -		
Ballybrown - - -			Knockdromin - - -		
Ballyea - - -			Knockdromin - - -		
Ballyea Wood - - -			Lisnamuck - - -		
Ballywinterourke - - -					
Ballywinterourke Wood - - -			Adamswood - - -		
Courtmatrix - - -			Amoganbeg - - -		
Duckstown - - -			Amoganmore - - -		
Graigie - - -	- - -	Castletown.	Ardnareaghaun - - -	- - -	Dromard.
Kilcolman, East - - -			Ballycannon - - -		
Kilcolman, West - - -			Ballyea - - -		
Moanwing - - -			Ballylin - - -		
Rathnaseer - - -			Ballynaguila - - -		
			Bournalicka - - -		
			Commons - - -		
			Commons - - -		
			Commons - - -		
			Croagh Commons - - -		
Ardlahan - - -	- - -	Castletown.	Drehidarsna - - -	- - -	Dromard.
Ballyculhane - - -			Dromard Demesne - - -		
Ballydoole - - -					
Ballynacarriga - - -					
Ballyvareen - - -					
Carheeney - - -					
Coolbeg - - -					
Grass Island - - -					
Faba - - -					
Knockroe - - -					
Mellon - - -	- - -	Castletown.		- - -	Dromard.
Mount Pleasant - - -					
Ballyaglish - - -	- - -	Castletown.		- - -	Dromard.
Ballymartin - - -					
Ballynacourty - - -					
Beagh - - -					
Bushy Island - - -					
Bushy Island - - -					
Castletown - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
RATHKEALE—continued.	All the Town-lands in this Union are in the County of Limerick.		RATHKEALE—continued.	All the Town-lands in this Union are in the County of Limerick.	
Fihidy - - -	- - -	Dromard.	Islandboy - - -	- - -	Kilscannell.
Finniterstown - - -			Killeheen - - -		
Finniterstown - - -			Kilscannell - - -		
Gortreagh - - -			Liskilleen (O'Brien) - - -		
Killea - - -			Loghill - - -		
Kiltenan, South - - -			Rathgoonan - - -		
Milltown - - -			Rathreaghbeg - - -		
Newpark - - -			Rathreaghmore - - -		
Oldcourt - - -			Reens, East - - -		
Raheen - - -			Reens, West - - -		
Rathkeale Commons - - -			Skehanagh - - -		
Ballinvoher - - -	- - -	Iveruss.	Ballylin - - -	- - -	Lismakeery.
Ballycanauna - - -			Ballylin - - -		
Ballynash - - -			Ballyneety - - -		
Ballynort - - -			Carrowbredoge - - -		
Ballysteen - - -			Conigar - - -		
Ballyvaddock - - -			Cooltomin - - -		
Ballyvaddock - - -			Craggard - - -		
Courtbrown - - -			Creeves - - -		
Galway - - -			Creeves - - -		
Issane - - -			Graigoor - - -		
Mitchelstown - - -			Kilbradran - - -		
Mornane - - -	Liffane - - -	- - -	- - -	Lismakeery.	
Shannonview - - -	Lisbane - - -				
Ballymacdonagh - - -	Lismakeery - - -				
Ballynamona - - -	Lissatotan - - -				
Ballyvogue - - -	Lissatotan - - -				
Bansha - - -	Milltown, North - - -				
Blossom Hill - - -	Milltown, South - - -				
Boherboy - - -	Mullagh - - -				
Castle Grey - - -	Rathnagore - - -				
Cloonagalleen - - -	Tubbrid - - -				
Cowpark - - -	Ardgoul, North - - -				- - -
Crokerspark - - -	Ardgoul, South - - -				
Currahchase - - -	Ardtomin - - -				
Currahchase - - -	Ballingarrane - - -				
Currahchase, North - - -	Ballintredida - - -				
Deegerty - - -	Ballinvirick - - -				
Derreen - - -	Ballyadam - - -				
Dromlohan - - -	Ballybaun - - -				
Garranard - - -	Ballyhibbin - - -				
Kilbreedy - - -	Ballyhomock - - -				
Killeen - - -	Ballymorrisheen - - -				
Kyleavarraga, Middle - - -	Ballyvockoge - - -	- - -	- - -	Nantinan.	
Kyleavarraga, North - - -	Boolaglass - - -				
Kyleavarraga, South - - -	Bullaun - - -				
Rintulla - - -	Callow - - -				
Shanbally - - -	Curraheen, South - - -				
Stone Hall - - -	Curraheen, North - - -				
Tinnacullia - - -	Deanstown - - -				
Ballyashea - - -	Derry - - -				
Ballynahallee - - -	Doohylebeg - - -				
Ballynolan - - -	Doohylemore - - -				
Ballyrune - - -	Feeagh - - -				
Bolane - - -	Gorteennamrock - - -	- - -	- - -	Pallaskenry.	
Court - - -	Graigues - - -				
Cragganacree - - -	Kilbehy - - -				
Curraheen - - -	Loughaun - - -				
Dromore - - -	Lurraga - - -				
Glennamade - - -	Nantinan - - -				
Kildimo - - -	Ballycahane - - -				
Kilmoreen - - -	Ballydoole - - -				
Monanoog - - -	Ballyshonickbane - - -				
Ardbohil - - -	Cartown - - -				
Ardnanean - - -	Clooncaura - - -				
Ballyrobin - - -	Crahereagh - - -	- - -	- - -	Pallaskenry.	
Cahermoyle - - -	Drominaclara - - -				
Coolanoran - - -	Drommoher - - -				
Coolybrown - - -	Graigues - - -				
Dromturk - - -	Kilmucut - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ATHKEALE—continued.	All the Town-lands in this Union are in the County of Limerick.	Pallaskenry.	RosCOMMON—continued.	All the Town-lands in this Union are in the County of Roscommon, except the Town-lands in the Electoral Division of Rosmoylan.	Athleague, East.
Pallas - - - -			Liscoffy (Kelly) - -		
Pallas - - - -			Liscoffy (Madden) - -		
Shannon Grove - - -			Lisnagirra - - - -		
Shanpallas - - - -			Lisnasillagh - - - -		
Summerville - - - -			Lisnalannow - - - -		
Tobermurry - - - -			Lissanisky - - - -		
Tonlegee - - - -			Moydow - - - -		
Abbeylands - - - -			Scardaun - - - -		
Ballynacave - - - -			Skrine - - - -		
Ballywilliam Demesne -		Toberkeagh - - - -			
Ballywilliam, North -		Aghagad - - - -			
Ballywilliam, South -		Aghagower - - - -			
Beechmount Demesne -		Athleague - - - -			
Blossomhill - - - -		Araghty - - - -			
Castlematrix - - - -		Bellanacarrow - - -			
Cloghatrida - - - -		Cloneen - - - -			
Curraghnadeely - - -		Cloonykelly - - - -			
English Tenements - -		Cloonyourish - - - -			
Enniscoush - - - -		Corderryhugh - - - -			
Enniscoush - - - -		Corrabeg - - - -			
Knockaunavad - - - -		Farranykelly - - - -			
Kyletaun - - - -		Glebe - - - -			
Parklewis - - - -		Gorteenclough, or Corra- more.			
Rathkeale - - - -		Keenagh, Clanrickard -			
Wolfesburgess, East -		Lisnatea - - - -			
Wolfesburgess, West -		Toberavaddy - - - -			
Altavilla - - - -	Cams - - - -	Rathkeale.	Cams - - - -	Cams.	
Altavilla - - - -			Clooneenbaun - - - -		
Ardgoulbeg - - - -			Emlaghmore - - - -		
Ardlaman - - - -			Lissagallan - - - -		
Ardnaveagh - - - -			Rathconor - - - -		
Ballinloughane - - -			Smaghraan - - - -		
Ballinlyny - - - -			Tonlegee - - - -		
Ballinvulla - - - -			Anrittabeg - - - -		
Ballinvulla - - - -			Ballyclare - - - -		
Ballyan - - - -			Ballyglass - - - -		
Ballykenry - - - -	Ballyleague - - - -				
Ballynamuddagh - - -	Caltragh - - - -				
Ballyniskey - - - -	Cloonaddra - - - -				
Cloghanarold - - - -	Cloonmustra - - - -				
Clonagh - - - -	Cloontuskert - - - -				
Coolcappagh - - - -	Coolshaghtena - - -				
Deelish - - - -	Culliaghy - - - -				
Fortroe - - - -	Erenagh - - - -				
Graigeen - - - -	Gallagh - - - -				
Kilcool - - - -	Gardentown - - - -				
Kilquane - - - -	Gortgallan - - - -				
Lisnacullia - - - -	Kilnacloghy - - - -				
Ranahan - - - -	Lisnaranriagh - - - -				
Riddlestown - - - -	Moher - - - -				
Stoneville - - - -	Moneen - - - -				
Stoneville - - - -	Portnahinch - - - -				
Scart - - - -	Shanballymore - - -				
	Eight small Islands -				
OSCOMMON:	All the Town-lands in this Union are in the County of Roscommon, except the Town-lands in the Electoral Division of Rosmoylan.	Athleague, East.	Ardlagheenbeg - - -	Cloonygormican.	
Carrowreagh - - - -			Ballinturly - - - -		
Cartronperagh - - - -			Ballyglass, Lower - -		
Coollusty - - - -			Ballyglass, Upper - -		
Crowgap - - - -			Ballymacurly, North -		
Derrineel - - - -			Ballymacurly, South -		
Farbreagues - - - -			Carrowgarve - - - -		
Glennanammer - - - -			Carroweigher - - - -		
Glenrevagh - - - -			Carrownageeloge - -		
Keenagh, Donnellan, East			Cartron - - - -		
Keenagh, Donnellan, West			Clogher - - - -		
Kilcash - - - -			Cloonmullenan - - -		
Kilglass - - - -			Creeve - - - -		
Kilmore - - - -			Fearaghafin - - - -		
Knockadangan - - - -					
Knockmeane - - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROSCOMMON—continued.	All the Town- lands in this Union are in the County of Roscommon, ex- cept the Town- lands in the Electoral Di- vision of Ros- moylan.	Kilteevan.	ROSCOMMON—continued.	All the Town- lands in this Union are in the County of Roscommon, ex- cept the Town- lands in the Electoral Di- vision of Ros- moylan.	Note.
Cloonlarge - - -	- - -		Ballymurray - - -	- - -	
Cloonmore - - -	- - -		Bogganfin - - -	- - -	
Cloonmurly - - -	- - -		Bolinree - - -	- - -	
Cloontimullan - - -	- - -		Carrowndrisha - - -	- - -	
Cloontogher - - -	- - -		Cloonconra - - -	- - -	
Curry - - -	- - -		Clooneraff - - -	- - -	
Cruit - - -	- - -		Cloonsellan - - -	- - -	
Derrinturk - - -	- - -		Corgarve - - -	- - -	
Derryearbry - - -	- - -		Cornamaddy - - -	- - -	
Doogarymore - - -	- - -		Corroy - - -	- - -	
Fearagh - - -	- - -		Creggan - - -	- - -	
Knockdrumdonnell - - -	- - -		Derrydonnell - - -	- - -	
Kilteevan - - -	- - -		Galey - - -	- - -	
Lackan - - -	- - -		Killea - - -	- - -	
Portrunny - - -	- - -		Killeenboy - - -	- - -	
Rinanny Island - - -	- - -		Laboge - - -	- - -	
Tonlegee - - -	- - -		Lisnahoon - - -	- - -	
Toberreeoge - - -	- - -		Longnamuck - - -	- - -	
Trean - - -	- - -		Meehaun - - -	- - -	
Two small Islands - - -	- - -		Money more - - -	- - -	
			Mote Demesne - - -	- - -	
			Newtown - - -	- - -	
			Srah - - -	- - -	
			Tromaun - - -	- - -	
			Tullyroe - - -	- - -	
Caltragh - - -	- - -	Lackan.	Acres - - -	- - -	
Carriknagat - - -	- - -		Ardkeel - - -	- - -	
Carrowkeel - - -	- - -		Ardnagh - - -	- - -	
Carrowmoney - - -	- - -		Ardsallaghbeg - - -	- - -	
Carrowntlieve - - -	- - -		Ardsallaghmore - - -	- - -	
Carrownurlar - - -	- - -		Ballinagard - - -	- - -	
Clooneen - - -	- - -		Ballindall - - -	- - -	
Correal - - -	- - -		Ballyboughan - - -	- - -	
Cuillawinnia - - -	- - -		Ballybride - - -	- - -	
Cuilnakeava - - -	- - -		Ballygalda, or Trust - - -	- - -	
Curraghnaveen - - -	- - -		Ballymartinbeg - - -	- - -	
Funshinagh - - -	- - -		Ballymartinmore - - -	- - -	
Funshinagh (Madden) - - -	- - -		Ballypheasan - - -	- - -	
Funshinagh (Trench) - - -	- - -		Barnhill - - -	- - -	
Ganaveens - - -	- - -		Bohergarve - - -	- - -	
Glenfin - - -	- - -		Carrowmore - - -	- - -	
Gortacarnan - - -	- - -		Carrownabrickna - - -	- - -	
Gortaganny - - -	- - -		Carrroe - - -	- - -	
Gortnadarra - - -	- - -		Cloonbrackna - - -	- - -	
Highbog - - -	- - -		Cloonybeirne - - -	- - -	
Killeenadeema - - -	- - -		Creevyquin - - -	- - -	
Kilmass - - -	- - -		Killarney - - -	- - -	
Lackan - - -	- - -		Lisbride - - -	- - -	
Lisnagavragh - - -	- - -		Lisnacroggy, or Gallows- town - - -	- - -	
Longfield - - -	- - -		Lisnamult - - -	- - -	
Rahara - - -	- - -		Loughnaneane - - -	- - -	
Roverkilly - - -	- - -		Mullymucks - - -	- - -	
Toberconor - - -	- - -		Ranelagh - - -	- - -	
			Roxborough - - -	- - -	
			Slevinagee - - -	- - -	
			Stonepark - - -	- - -	
Attiknockan - - -	- - -	Lismaha.	Ballyglass - - -	- - -	
Carriknagat - - -	- - -		Ballyglass - - -	- - -	
Carroward - - -	- - -		Barnacullen - - -	- - -	
Carrowntemple - - -	- - -		Cartron - - -	- - -	
Cartron - - -	- - -		Coolaphubble - - -	- - -	
Cloghnashade - - -	- - -		Corboley - - -	- - -	
Cloonakilleg - - -	- - -		Cornamart - - -	- - -	
Cloonca - - -	- - -		Glebe - - -	- - -	
Cloondarah - - -	- - -		Kellybrook - - -	- - -	
Cloonlaughnan - - -	- - -		Kellybrook - - -	- - -	
Coolderry - - -	- - -		Killeenrevagh - - -	- - -	
Cornapallis - - -	- - -		Killinvoy - - -	- - -	
Derrinlurg - - -	- - -		Knockcroghery - - -	- - -	
Errickbeg - - -	- - -				
Errickmore - - -	- - -				
Kilnagralta - - -	- - -				
Lenanamalla - - -	- - -				
Lisduff - - -	- - -				
Lisgillalea - - -	- - -				
Lismaha - - -	- - -				
Mount Talbot - - -	- - -				
Tibarney - - -	- - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROSCOMMON—continued.			ROSCREA—continued.		
Lisdaulan - - -	All the Town- lands in this Union are in the County of Roscommon, ex- cept the Town- lands in the Electoral Di- vision of Ros- moylan.	Sreegg.	Irishtown - - -	King's - - -	Barna.
Lismagroon - - -			Mucklone, East - - -		
Sreegg - - -			Mucklone, West - - -		
Turlagh - - -			Rusheen - - -		
Bracklin - - -			Ballaghboy - - -	- ditto - - -	Cangort.
Carrowkeel - - -			Cangort Demesne - - -		
Carrowmaglogh - - -			Cangortpark - - -		
Cartron - - -			Clucka, North - - -		
Coolroghaun - - -			Clucka, South - - -		
Cornaveagh - - -			Derrinclare - - -		
Derryhippoo - - -			Druminduff - - -		
Dunamon - - -			Glebe - - -		
Garraun, North - - -			Kilcomin - - -		
Garraun, South - - -	Galway - - -	Rosmoylan.	Kilmurry Ely - - -		
Kilbegnet - - -			Rossamine - - -		
Kilbegnet - - -			Toora - - -		
Lisduff - - -					
Oughtagh - - -			Brockernagh - - -		
Rosmoylan - - -			Busherstown - - -		
Rosmoylan - - -			Castleroan - - -		
Shanballyeden - - -			Clashagad, Lower - - -		
Tonamaddy - - -			Clashagad, Upper - - -	- ditto - - -	Dunkerrin.
			Clonagannah - - -		
			Drumroe - - -		
			Franckfort - - -		
			Loughan - - -		
			Ouris - - -		
			Aghadouglas - - -		
			Ballinlough - - -		
			Ballinlough - - -		
			Ballyatty - - -	- ditto - - -	Ettagh.
			Ballybeg - - -		
			Ballyknockan - - -		
			Clogan - - -		
			Conicker - - -		
			Coolderry - - -		
			Coolroe - - -		
			Curragh - - -		
			Drumakeenan - - -		
			Drumakeenan - - -		
			Fortwilliam - - -	- ditto - - -	Gorteen.
			Glebe - - -		
			Gorteenafoly, or Newhall - - -		
			Heath - - -		
			Killistristane - - -		
			Knocknamase, or Golden - - -		
			Grove - - -		
			Loughwheelion, or Money- - -		
			adda - - -		
			Srahanbregagh - - -		
				- ditto - - -	Gorteen.
			Ballyduff - - -		
			Ballyphilip - - -		
			Coldblow - - -		
			Coolanure - - -		
			Cooleeshill - - -		
			Cooleeshill - - -		
			Dungar - - -		
			Dungar - - -		
			Gorraun - - -		
			Gorteen - - -		
			Gorteen - - -		
			Keeloge - - -		
			Kilereman - - -		
			Killavilla - - -		
			Knockloughlin - - -		
			Laughil - - -		
			Rooaun - - -		
ROSCREA:					
Aghancon - - -	King's - - -	Aghancon.			
Aghody - - -					
Ballybritt - - -					
Ballycurragh - - -					
Ballyrickardbeg - - -					
Ballyrickardmore - - -					
Ballywilliam - - -					
Bredagh - - -					
Brownhills - - -					
Clooneencapullagh - - -					
Cooldorragh - - -	- ditto - - -	Ballincor.			
Danganreagh - - -					
Fancroft - - -					
Glascloon - - -					
Glascloon - - -					
Glebe - - -					
Glenacurragh - - -					
Keraun - - -					
Killeen - - -					
Knock - - -					
Knockarley - - -	- ditto - - -	Barna.			
Leap - - -					
Lissanierin - - -					
Marymount - - -					
Tullaroe - - -					
Ardavagga - - -	- ditto - - -	Barna.			
Ballinamoe - - -					
Ballincor Demesne - - -					
Cloonaheen - - -					
Curralanty - - -					
Galbally - - -					
Gortavally - - -					
Moneyshingaun - - -					
Rathcahill - - -					
Snugborough - - -					
Tonagh - - -	- ditto - - -	Barna.			
Aghnagross - - -	- ditto - - -	Barna.			
Ballyrihy - - -					
Ballytoran - - -					
Barna - - -					
Behernagh - - -					
Coldblow - - -					
Coolroe - - -					
Corraclevin - - -					
Croughill - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
AREA—continued.			ROSCREA—continued.		
Arduel - - -	King's	Mountheaton.	Rosdrehid - - -	King's	Cullenwaine— continued.
Ballybrack - - -			Silverhill - - -		
Ballyclery - - -			Snugborough - - -		
Ballywilliam - - -			Drumbaun - - -	Tipperary	
Ballycultry - - -			Greenhills - - -		
Ballybrennan - - -			Ballystanly - - -	King's	
Ballybrennan - - -			Aghsmear - - -	Tipperary	
Ballyblisk - - -			Ballycerine - - -		
Ballyduff - - -			Ballygorteen - - -		
Ballyasoon - - -			Ballynakill - - -		
Ballyshouse - - -			Ballyslea - - -		
Ballyeloge - - -			Behaghglass - - -		
Ballynageeragh - - -			Boola - - -		
Ballyltown - - -			Boola - - -		
Ballymountheaton - - -			Glenbeba - - -		
Ballymountheaton - - -	Lisglenbeha - - -				
Ballymountheaton - - -	Lismakin - - -				
Ballymountheaton - - -	Rathnaveoge, Lower				
Ballymountheaton - - -	Rathnaveoge, Upper				
Ballykilkeen - - -	Barnane - - -	ditto	Borrisnafarney.		
Ballylannan - - -	Barnane - - -				
Ballysna - - -	Borrisnafarney - - -				
Ballyreen - - -	Killoskehan - - -				
Ballyghmoyle - - -	Borrisnoe - - -	ditto	Borrisnoe.		
Ballyrymacedmond - - -	Cloncannon - - -				
Ballysderrybeg - - -	Crumlin, Big - - -				
Ballysderrymore - - -	Crumlin, Little - - -				
Ballytreen - - -	Derrycallaghan - - -				
Ballyllyskea - - -	Gorteenashingaun - - -				
Ballyfrancis - - -	Knockanroger - - -				
Ballygheramore - - -	Ballynough - - -	ditto	Bourney, East.		
Ballygherareagh - - -	Boolabaun - - -				
Ballycnure - - -	Boolareagh - - -				
Ballycnure - - -	Cullahill - - -				
Ballyrduff - - -	Gortderryboy - - -				
Ballyrone - - -	Gortnagowna - - -				
Ballybrid - - -	Gortnaskehy - - -				
	Loran - - -				
	Shanakill - - -	ditto	Bourney, West.		
	Shanballynahagh - - -				
	Ballyhenry - - -				
Ballyyhill - - -	Ballymoheen - - -	ditto	Cullenwaine.		
Ballyingorraun - - -	Ballynamoe - - -				
Ballyinlough - - -	Bonagortbaun - - -				
Ballyycormick - - -	Clonakenny - - -				
Ballyynakill - - -	Corriga - - -				
Ballymgrotty - - -	Derrylahan - - -				
Ballyvnstown - - -	Dangansallagh - - -				
Ballyroe - - -	Gorteen - - -				
Ballyenwaine - - -	Gortnadumagh - - -				
Ballykill - - -	Honeymount - - -				
Ballydine - - -	Knockaunavogga - - -				
Ballyid - - -	Kyleannagh - - -				
Ballykaspur - - -	Lisduff - - -				
Ballyckbane - - -	Longford - - -				
Ballyavuck - - -	Longford - - -				
Ballyr - - -	Longford Wood - - -				
Ballyeygall - - -	Moatquarter - - -				
Ballyr - - -	Montore - - -				
Ballyenny - - -	Mountfrisco - - -				
Ballymoyle - - -	Oldcastle - - -				
	Orkneys - - -				
	Shanacloon - - -				
	Summerhill - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION.
ROSCREA—continued.			ROSCREA—continued.		
Ballysorrell, Big - -	Tipperary	Killavinoge.	The Sheehys - - -	Tipperary	Roscrea.
Ballysorrell, Little - -			Timeighter - - -		
Boggaun - - -			Townparks - - -		
Dromardbeg - - -			Tullaskeagh - - -		
Dromardmore - - -			Verdant Hill - - -		
Clonmore - - -			Whitepark - - -		
Glebe - - -			Willisson - - -		
Graffin - - -					
Killavinoge - - -					
Skehanagh - - -					
Bohernarude - - -	- ditto -	Killea.	Ballykelly - - -	- ditto -	Timoney.
Clontaffe - - -			Bawnmadrum - - -		
Coolgarran - - -			Bawnmadrum, North - -		
Craiguedarg - - -			Cappalahan - - -		
Curraduff - - -			Cappalahan - - -		
Farranacahill - - -			Cullaun - - -		
Glenreagh - - -			Gortnacally - - -		
Gortacurra - - -			Gortnacally - - -		
Graiguebeg - - -			Newtown - - -		
Kilballyhemikin - - -			Newtown - - -		
Kilduff - - -	Rockforest - - -	Queen's	Kyle.		
Kilkip, East - - -	Timoney - - -				
Kilkip, West - - -	Timoney Hills - - -				
Killawardy - - -	Tinderry - - -				
Killawardy - - -					
Killea - - -	Ballaghmore, Lower - -				
Killough - - -	Ballaghmore, Upper - -				
Kilmacuddy - - -	Ballinla - - -				
Kilmacuddy - - -	Ballyduff - - -				
Lahesseragh - - -	Barnaboy - - -				
Lisnacreelin - - -	Cloncourse - - -				
Lloydsborough - - -	Clonoonagh - - -				
Lloydsborough - - -	Kyle - - -				
Mien - - -	Lackey - - -				
Park - - -	Oldcamp - - -				
Skehanagh, North - -	Rossbaun - - -				
Skehanagh, South - -	Rossdorragha - - -				
	Rossnabarnagh - - -				
	Tubbrid - - -				
	SCARIFF:				
Ashbury - - -	- ditto -	Roscrea.	Ayle, Lower - - -	Clare	Ayle.
Barnagree - - -			Ayle, Upper - - -		
Benamore - - -			Baurroe - - -		
Birchgrove - - -			Bauragegaun - - -		
Borris - - -			Carheen - - -		
Camlin - - -			Curragh - - -		
Carriek - - -			Derryabbert - - -		
Castleholding - - -			Derrybehagh - - -		
Cloonagh - - -			Derryeaghra - - -		
Clooneen - - -			Derrygravaun - - -		
Clybanane - - -	Derryvinna - - -				
Cloncracken - - -	Derrywillin - - -				
Cooleeshill - - -	Gorteenreagh - - -				
Corville - - -	Knockalisheen - - -				
Demesne - - -	Magherabaun - - -				
Derrymore - - -	Stonepark - - -				
Derryvale - - -	Ballydonaghan - - -				
Glebe - - -	Clonmoher - - -				
Glentara - - -	Coolready - - -				
Gortmullin - - -	Drummod - - -				
Grange - - -	Inchalughoge - - -				
Inane - - -	Kilnoe - - -				
Irby - - -	Lisbarreen - - -				
Loughnavatta - - -	Ballyvannan - - -				
Loughpark - - -	Caherhurly - - -				
Millpark - - -	Callahy - - -				
Monaincha - - -	Teeroneer - - -				
Parkmore - - -	Black Island - - -				
Pintown - - -	Cahermurphy - - -				
Racket Hall - - -	Corleabeg - - -				
Raheens - - -	Drummin - - -				
Scart - - -	Green Island - - -				
Sheehane - - -	Slieveanore - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ARIFF—continued.			SCARIFF—continued.		
Cappaghbaun Mountain	Clare	Cappaghbaun.	Ballygarreen	Clare	Killaloe.
Cappaghbaun Park			Ballykildea		
Pollagoona Mountain			Ballyvally		
Sheeaun			Cloonfadda		
Tobernagat	ditto	Carrowbaun.	Craglea		
Turkennagh Mountain			Creeveroe		
Ballycuggaran			Feenlea		
Carrowbaun			Garraunboy		
Carrownakilly	ditto	Carrowbaun.	Gortcallyroe		
Carrownagowna			Gortmagy		
Counnagun			Killestry		
Lackabrunner			Knockyclovaun		
Aughrim	ditto	Cloonusker.	Lackenbaun		
Ballycorban			Moys		
Cappacannaun			Shantraud		
Cloonusker			Three Islands in Shannon		
Coologory	ditto	Coolreagh.	Aughinish	ditto	O'Gonnelloe.
Corrakyle			Ballybran		
Gortaderry			Ballybroghan		
Annagh			Ballyheefy		
Coolreagh	ditto	Coolreagh.	Ballyhurly		
Coolreaghbeg			Ballylaghnan		
Coolreaghmore			Ballynagleragh		
Derrynaheila			Bealkelly (Eyre)		
Derrynaneal	ditto	Coolreagh.	Bealkelly (Purdon)		
Derryulk			Caher		
Dromore			Caher Island		
Drumminnav			Carrowcore		
Errinagh	ditto	Corlea.	Carrowenna		
Kilbarron			Carrowgar		
Ross			Island Cosgry		
Corlea			Rahenabeg		
Corlea Commons, North	ditto	Corlea.	Rahenamore		
Corlea Commons, South			Twenty Islands		
Corleamore			Ballymalone	ditto	Scariff.
Derryenaw			Ballyminoge		
Flagmount	ditto	Derrynagittagh.	Ballyquin		
Knockbeha			Capparoe		
Knockbeha Mountain			Carrowmore		
Muingacarreen			Drewsborough		
Pollatrumpa	ditto	Derrynagittagh.	Fossabeg		
One Island			Fossamore		
Aillvaun			Meenross		
Caher (Power)			Moynoe		
Caher (Rice)	ditto	Derrynagittagh.	Powlagower		
Corracloon			Rabbit Island		
Crossderry			Raheen		
Derrynagittagh (Naughten)			Tomgraney		
Derrynagittagh (Purcell)	ditto	Derrynagittagh.	Cloontymweenagh	ditto	Inishcaltra.
Fairhill			Coogypark		
Glenbonniv			Cooldorragha		
Gortalassa			Red Island		
Kilclarin	ditto	Feakle.	Bohateh, North	Galway	Inishcaltra.
Leaghort			Bohateh, South		
Moe			Cappaduff		
Parkmore			Cloontyeonnaught		
One Island	ditto	Feakle.	Curraober		
Clashmore			Glenwanish		
Core			Illaunaskirtaun		
Corracloonbeg			Inishcaltra, or Holy Island		
Corracloonmore	ditto	Feakle.	Kilrateera, Lower		
Feakle			Kilrateera, Upper		
Garraun			Knockaphort		
Gortavulla			Magherareagh		
Kildavin	ditto	Feakle.	Malt Island		
Lecarrow, Lower			Middeline, North		
Lecarrow, Upper			Middeline, South		
Rossanure			Sellernaun, East		
			Sellernaun, West		
			Woodpark		
			Young's Island		
			Two Islands in Lough Derg		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
SCARIFF—continued.			SHILLELAGH—continued.			
Ballinrooan - - -	Galway - -	Drummaan.	Askakeagh - - -	Wicklow - -	Ballinglen.	
Ballynamona - - -			Ballinglen - - -			
Ballyglass - - -			Carrigroe - - -			
Ballyhinch - - -			Corndog - - -			
Ballynakillew - - -			Drummin - - -			
Bargarriff - - -			Moyne - - -			
Birchpark - - -			Preban - - -			
Boleynagoagh, North - -			Slieveroe - - -			
Boleynagoagh, South - -			Slievemweel - - -			
Cappagha - - -			- ditto - -	Ballybeg.		
Cappuntruhaun - - -					Ballybeg - - -	
Cartron - - -					Ballycumber, North - -	
Clonrush - - -					Ballycumber, South - -	
Cloonmohaun - - -					Garryhoe - - -	
Crane Island - - -					Knocknaboley - - -	
Cregg - - -					Kyle - - -	
Derrainy - - -					Rathbane - - -	
Drummaanadeevan - - -			Rathcot - - -			
Drummaan, East - - -			Rathmeague - - -			
Drummaan, South - - -			Rathshanmore, East - -			
Drummaan, West - - -			Rathshanmore, South - -			
Furnace - - -			Rathshanmore, West - -			
Garraun - - -			- ditto - -	Carnew.		
Garryeighter - - -					Carnew - - -	
Gortnascreeny - - -					Cronyhorn, Lower - - -	
Gweeneeny - - -					Cronyhorn, Upper - - -	
Illaunhobert - - -					Kilcavan, Lower - - -	
Illaunmore - - -					Kilcavan, Upper - - -	
Kilcooney - - -					Tomacork - - -	
Killittaun - - -			Tombreen - - -			
Lakyle - - -			Umrygar - - -			
Meelick - - -			- ditto - -	Carlow - -		
Rinskea - - -					Ballypierce - - -	
Tintrim - - -					Ballyredmond - - -	
Whitegate - - -					Ballyshancarragh - - -	
Sixty Islands - - -					Clonegall - - -	
Bushy Island - - -	Clongarran - - -					
Cloonamirran - - -	Clonogan - - -					
Cloonoolia, North - - -	Crowsgrove - - -					
Cloonoolia, South - - -	Huntington - - -					
Cribby Island - - -	Kilcarry - - -					
Derroran, East - - -	Kildavin - - -					
Derroran, West - - -	Lackabeg - - -					
Derrycon, Lower - - -	Monaughrim - - -					
Derrycon, Upper - - -	Ballaghaclay - - -	- ditto - -				
Dooros - - -			Ballinagilky - - -			
Mountshannon - - -			Ballyduff - - -			
			Ballynakill - - -			
			Ballyshane - - -			
			Bellmount - - -			
			Bellshill - - -			
			Blackhill - - -			
			Carrarea - - -			
			Clonmore - - -			
	Coolalaw - - -					
	Creerin - - -					
	Croneskagh, Lower - - -					
	Croneskagh, Upper - - -					
	Daviss hill - - -					
	Eaglehill - - -					
	Eaglehill (Newton) - - -					
	Glebe - - -					
	Island - - -					
	Killalongford - - -					
	Knockballystine - - -					
	Minvaud, Lower - - -					
	Minvaud, Upper - - -					
	Oldtown - - -					
	Raheen - - -					
	Redbog - - -					
	Vermount - - -					
SHILLELAGH:						
Aghowle, Lower - - -	Wicklow - -	Aghowle.		- ditto - -	Clonmore.	
Aghowle, Upper - - -						
Barnacashel - - -						
Boley - - -						
Coolkenna - - -						
Kilquiggin - - -						
Mungacullin - - -						
Quigginroe - - -						
Ballingate - - -			- ditto - -			Ballingate.
Ballingate, Lower - - -						
Ballingate, Upper - - -						
Balisland - - -						
Ballyknocker, East - - -						
Coolross - - -						
Drummin - - -						
Glennashouk - - -						
Park - - -						
Raheengraney - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SHILLELAGH—continued.			SHILLELAGH—continued.		
Ballykelly - - -	Wicklow	Coolattin.	Ballykilduff, Lower - -	Carlow - -	Haroldstown.
Coolattin - - -			Ballykilduff, Upper - -		
Coolattin Park - -			Coolmanagh, Lower - -		
Deerpark - - -			Coolmanagh, Upper - -		
Parkmore (Page) - -			Duffery - - -		
Paulbeg - - -			Haroldstown - - -		
Stoops - - -			Nashesquarter - - -		
Tomnafinnoge - - -			Raheen - - -		
Aghavanna Mountain -	- ditto -	Coolballintaggart.	Stralusky - - -	Wicklow - -	Kilballyowen.
Ardnaboy - - -			Ballymanus - - -		
Askanagap - - -			Killaduff - - -		
Ballinasillogh - - -			Kilballyowen - - -		
Ballycurragh - - -			Roddenagh - - -		
Ballygobban - - -			Tomcoyle - - -		
Ballymagbroe - - -			Ballyconnell - - -	- ditto - -	Killinure.
Ballymaghroe - - -			Gowle - - -		
Ballyteige - - -			Killabeg - - -		
Barnameelia - - -			Killinure - - -		
Blackrock - - -			Lumcloon - - -		
Carrignamuck - - -			Tullowelay - - -		
Carrignamweel - - -			Ballagh - - -	- ditto - -	Kilpipe.
Coolballintaggart - -			Coolalug - - -		
Farbreaga - - -	- ditto -	Coolboy.	Coolbawn, or Coolballintaggart - - -		
Knockananna - - -			Curraghlawn - - -		
Knockanooker, Lower -			Killaveny - - -		
Knockanooker, Upper -			Kilpipe - - -		
Knocknashamroge - -			Mucklagh - - -		
Knocknaskeagh - - -			Rosnastraw - - -		
Rathduffmore - - -			Toberlownagh - - -	- ditto - -	Money.
Sheilstown - - -			Toberpatrick - - -		
Coolafancy - - -	Wexford	Cronelea.	Tomnaskela - - -		
Coolboy - - -			Ballynavortha - - -		
Coolroe - - -			Money, Lower - - -		
Hillbrook, Lower - -			Money, Upper - - -		
Hillbrook, Upper - -			Moylisha - - -		
Kennystown - - -			Newry - - -		
Mill Land - - -			Abeydown - - -	Wexford	Moyacomb.
Parkmore - - -			Askakeigh - - -		
Raheenglass - - -			Ballynastraw - - -		
Motabower - - -	Wicklow	Cronelea.	Ballyshonock - - -		
Ballymarroge - - -			Beaufield - - -		
Cronelea - - -			Coolmela, or Prospect - -		
Knockatomcoyle - - -			Corragh - - -		
Laragh - - -			Drumderry - - -	Wicklow	Rath.
Seskin - - -			Garryhasten - - -		
Stranakelly - - -			Johnstown - - -		
Ballyedmond - - -	Carlow - -	Hacketstown.	Ardoyne - - -		
Ballykillane - - -			Knockeen - - -		
Ballysallagh, Lower -			Knockloe - - -		
Ballysallagh, Upper -			Knockloe - - -		
Blindennis - - -			Liscolman - - -		
Borough - - -			Rath - - -		
Brownbog - - -			Rath, East - - -		
Constablehill - - -			Ballyvangour - - -	Wicklow	Shillelagh.
Curragh - - -	Carlow - -	Hacketstown.	Ballard - - -		
Drumguin - - -			Ballard - - -		
Eaglehill - - -			Ballyknocker - - -		
Hacketstown, Lower -			Ballyknocker, West - -		
Hacketstown, Upper -			Ballynultagh - - -		
Kilconnaught - - -			Barnamuinga - - -		
Kilmacart - - -			Crone - - -		
Monastill - - -	Carlow - -	Hacketstown.	Minmore - - -		
Porchavodda - - -			Minmore - - -		
Rathnafushoge - - -			Minmore - - -		
Rathnagrew, Lower -			Minmore - - -		
Rathnagrew, Upper -			Raheenakit - - -		
Scotland - - -					
Tombeagh - - -					
Woodside - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SHILLELAGH—continued.			SKIBBEREEN—continued.		
Ballinacor - - -	Wicklow	Tinahely.	Lisheen, Lower - - -	All the Town- lands in this Union are in the County of Cork.	Aghadown, South.
Ballynamanoge - - -			Lisheen, Upper - - -		
Ballyraheen - - -			Lissare - - -		
Ballyshonog - - -			Lough Marsh - - -		
Boleybawn - - -			Munnane - - -		
Bridgeland - - -			Paddock - - -		
Carrick - - -			Poulnacallee - - -		
Churchland - - -			Skeam, East - - -		
Coolafunshoge - - -			Skeam, West - - -		
Coolross - - -			Turkhead - - -		
Cross - - -			Whitehall - - -		
Curranish - - -			Barnahulla - - -		
Farnees - - -			Bawnahow, North - - -		
Glenphilipeen - - -			Bawnahow, South - - -		
Gorteen - - -			Clashduff - - -		
Greenhall - - -			Derryduff - - -		
Lugduff - - -			Garranes, South - - -		
Mangans - - -			Killahane - - -		
Mountpleasant - - -			Kilmore - - -		
Mullaunaskeagh - - -			Lissane, Lower - - -		
Mullans, North - - -			Lissane, Upper - - -		
Mullans, South - - -			Maulnaskeha - - -		
Muskeagh - - -			Reenroe - - -		
Newtown - - -			Tonaford - - -		
Raheenteige - - -	Toneagh - - -				
Rosbane - - -	Tooreen - - -				
Tinahely - - -	Ballyowrane - - -				
Whitefield - - -	Barna - - -				
Whiterock - - -	Clooncugger - - -				
SKIBBEREEN:			Coolboy - - -	All the Town- lands in this Union are in the County of Cork.	Caheragh.
Ardraly - - -	All the Town- lands in this Union are in the County of Cork.	Aghadown, North.	Dirreenavarrihy - - -		
Foherlagh - - -			Derrynacno - - -		
Gneeves - - -			Droournreen - - -		
Gurteenroe - - -			Glanaphuca - - -		
Knocknamohalagh - - -			Gortdromagh - - -		
Letterscanlan - - -			Knockgorm - - -		
Lyre - - -			Lackenafasoge - - -		
Mohanagh - - -			Lognagappul - - -		
Prohonees - - -			Mullaghmore - - -		
Rahine - - -			Aghillaun - - -		
Reenmurragha - - -			Ardgort - - -		
Rosenagoose - - -			Ardnagrena - - -		
Toormore - - -	Ballyieragh, North - - -				
Aghadown - - -	Ballyieragh, South - - -				
Arda - - -	Carhoona - - -				
Ardnagrogghery - - -	Cloddagh - - -				
Bawngare - - -	Comillane - - -				
Bigmarsh - - -	Croha, East - - -				
Calf Island, East - - -	Croha, West - - -				
Collatrumbeg - - -	Donegall, East - - -				
Collatrummore - - -	Donegall, Middle - - -				
Coolin Island - - -	Donegall, West - - -				
Curragbeg - - -	Farranacoush - - -				
Curramore - - -	Glen, East - - -				
Dromnacaheragh - - -	Glen, Middle - - -				
Fassa - - -	Glen, West - - -				
Glebe - - -	Gneeves - - -				
Glebe Marsh - - -	Gortadroid - - -				
Goleen Marsh - - -	Gortnalicky - - -				
Holyhill - - -	Gortaliscaw - - -				
Illaungauna - - -	Gortnalaur - - -				
Illaunkearagh - - -	Harbour's Mouth - - -				
Inishleigh - - -	Illaunbrock - - -				
Inishodriscol - - -	Illaunnaseer - - -				
Kilkilleen - - -	Inane - - -				
Kilsarlaght - - -	Jeremiah Island - - -				
Knockeen - - -	Keenleen - - -				
Knocknaraha - - -	Killickforvane - - -				
Lahertanvally - - -	Kilmoon - - -				
Leighcoon - - -	Knockanacohig - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
IBBEREEN—continued.	All the Town- lands in this Union are in the County of Cork.	Cape Clear.	SKIBBEREEN—continued.	All the Town- lands in this Union are in the County of Cork.	
Knockahnamaurnagh -			Bullock Island -		
Lissamona -			Castle Island -		
Quarantine Island -			Crosslea -		
Reenmore Island -			Curavally -		
Sandy Island -			Dooneen -		
Blievemore -			Drishanebeg -		
Spanish Island -			Drishenmore -		
The Catalogues -			Dromadoon -		
			Farranconnor -		
Bohernabredagh -		Carrigbaun.	Glannageel -	- - -	Castlehaven, South.
Carrigbaun (Drinagh Parish) -			Gokane -		
Carrigbaun (Kilmacbea Parish) -			Gortacrossig -		
Derryclogh, Lower -			Gorteenalomane -		
Derryclogh, Upper -			Lahardanemore -		
Oriminidy, North -			Lahernathee -		
Oriminidy, South -			Lickowen -		
Dromduvane -			Reendacussane -		
Kilscohanagh -			Scobaun -		
Minanes -			Toehead -		
Rearahinagh (Dromda- league Parish) -			Carhoogariff -		
Rearahinagh (Caheragh Parish) -			Cashel -		
Reavouler -			Cooladerreen -		
			Corran, North -		
Ballycaheen -			Corran, Middle -		
Bawnagollop (Castle- town Parish) -			Corran, South -		
Bawnagollop (Abbey- stown Parish) -			Cloonkeen, East -		
Bluid, East -			Dungannon -		
Bluid, West -			Dunseulliv -		
Brade -			Gortroe -		
Carrigtishane -			Kilnacally -	- - -	Cloonkeen.
Castlehaven -			Knockavoher -		
Castletownsend -			Knockmore -		
Curabeg -			Milleenahilan -		
Drishane -			Three Kneives -		
Eahouragh -			Tullig -		
Farranagilla (Castletown Parish) -					
Farranagilla (Abbey- stown Parish) -			Barnagowlane -		
Farrandan -			Cloghboola -		
Farrandeligee -			Coolbane -		
Forenaght -		Castlehaven, North.	Cooranuller -	- - -	Cloghdonnell.
Hasheenaulin -			Dromcorragh -		
Portbrack -			Drummig -		
Furranes -			Garrane -		
Horse Island -			Kilnagospah -		
Mane -			Lahertidaly -		
Kilfadeen -			Lisheenapingina -		
Killaderry -			Lassanaroo -		
Killangall -			Lissanvohig -		
Knockdrum -			Reencorreen -		
Laherdanebeg -			Skeagh -		
Lettertinlish -					
Lisheenroe -			Cashloura -	- - -	Drinagh.
Lissarankin -			Coomatallin -		
Moneyvollahane -			Gurraghalicky -		
Raheen -			Curraghnaloughra -		
Rea -			Curranashingane -		
			Garryglass -		
Ardagilla -			Maulagow -		
Ardeghane -			Paddock -		
Ballyally -			Shandrum -		
Ballyisland -			Taughbaun -		
Ballyoughtera -		Castlehaven, South.	Toughmacdermody -	- - -	Dromdaleague, North.
Ballyroe -			The Pike -		
Boolybane -					
Bawnishall -			Barnagowlane, East -		
Bawnlahan -			Barnagowlane, West -		
			Castledonovan -		
			Ceancullig -		
			Cummeen -		
			Derreenacrinnig, East -		
			Derreenacrinnig, West -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SKIBBEREEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.		SKIBBEREEN— <i>continued.</i>	All the Town- lands in this Union are in the County of Cork.	
Garranes, North - - -	Dromdaleague, North.		Cloghanebeg - - -		
Leitry, Lower - - -			Cloghanemore - - -		
Leitry, Upper - - -			Coarlist - - -		
Mullaghmesha - - -			Cooradowney - - -		
Seehanes - - -			Gortnamucklagh - - -		
Baurgariff - - -			Killeenleagh - - -		Killeenleagh.
Deelish - - -			Lissangle - - -		
Dromasta - - -			Madore - - -		
Dromdaleague - - -			Maulagalane - - -		
Glandart - - -			Maune - - -		
Glenaclogha - - -			Milleenahorna - - -		
Gurteeniher - - -			Shannavalla - - -		
Knockane - - -					
Moyny, East - - -			Acres - - -		
Moyny, Lower - - -			Ballinlough - - -		
Moyny, Middle - - -			Ballyroe - - -		
Moyny, Upper - - -			Bawnfune - - -		
Shronacarton - - -	Dromdaleague, South.		Cappanabohy - - -		
Toughraheen - - -			Cullane, East - - -		
			Cullane, West - - -		
			Dromillihy - - -		
			Gurteenaduige - - -		Knockstagh.
Acres - - -			Inchnanoon - - -		
Clodagh - - -			Keamore - - -		
Derreenaspeeg - - -			Killinga - - -		
Derrynagree, East - - -			Kilmacabea - - -		
Derrynagree, West - - -			Knockanenaacrohy - - -		
Killaveenoge, East - - -			Knockskagh - - -		
Killaveenoge, West - - -			Madranna - - -		
Kielnahera, East - - -			Mealishen - - -		
Kielnahera, West - - -					
Knockeenbwee, Lower - - -			Ardagh - - -		
Knockeenbwee, Upper - - -			Ardra - - -		
Lahanaght - - -	Garranes.		Ballinatona - - -		
Lougherott - - -			Ballincolla - - -		
			Bawnlahan - - -		
Aghaville - - -			Cahergal - - -		
Bawnboy - - -			Carrigillihy - - -		
Cullomane, East - - -			Clontaff - - -		
Cullomane, West - - -			Cooldurragha - - -		
Derryishal - - -			Cooscronen - - -		Myross.
Dromore - - -			High Island - - -		
Glanatnaw - - -			Low Island - - -		
Glandarta - - -			Listarkin - - -		
Gortnascreeny - - -			Maulicarrane - - -		
Inchingearig - - -			Myross - - -		
Inchybegga - - -			Raheen - - -		
Kealanine - - -			Rabbit Island - - -		
Maunvough - - -			Reen - - -		
Trawlebane - - -			Skahanagh - - -		
			Skiddy - - -		
			The League - - -		
Adam's Island - - -	Gortnascreeny.				
Aghatubridbeg - - -			Aghills - - -		
Aghatubribmore - - -			Ballyrree - - -		
Brulea - - -			Carrigeeny - - -		
Carriglusky - - -			Cloonkeen - - -		
Cloonties - - -			Coornishal - - -		
Drom - - -			Cullenagh - - -		Shreelane.
Drombeg - - -			Derryleigh - - -		
Gortyowen - - -			Gortnadihy - - -		
Kilbeg - - -			Knockaneugh - - -		
Kilfinnan - - -			Maulatrahane - - -		
Killacoosane - - -			Maulnagirra - - -		
Knockaradane - - -			Milleenanimrish - - -		
Maulagow - - -			Shreelane - - -		
Maulmareen - - -					
Reenogrina - - -			Abbeystownry - - -		
Rushanes - - -			Bunlick - - -		
			Carrigfadda - - -		
Angram - - -	Kilfaughnabeg.		Coolnagarrane - - -		
Ballaghadow, North - - -			Coomnagery - - -		Skibbereen.
Ballaghadow, South - - -			Coronea - - -		
Bawnishal - - -			Creagh - - -		
Caherdagh - - -					
Carrig - - -	Killeenleagh.				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
IBBEREEN— <i>continued.</i>	All the Town-lands in this Union are in the County of Cork.		SKULL— <i>continued.</i>	All the Town-lands in this Union are in the County of Cork.	Ballybane.
Curragh - - -			Gortnagrough - - -		
Deelish - - -			Gurteenulla - - -		
Derreendangan - - -			Oughtohig - - -		
Derrygreen - - -			Scarteenakillin - - -		
Derrygool - - -			Shronagree - - -		
Drisheen - - -			Sparragrada - - -		
Gortnaclohy - - -			Ardintenant - - -		
Gortshaneerone - - -			Ballycummisk - - -		
Highfield - - -			Ballydehob (including Town) - - -		
Inishbeg - - -			Cappaghglass - - -		
Knockataggart - - -			Cappahnacallee - - -		
Licknavar - - -			Castle Island - - -		
Lurriga - - -			Carthy's Islands - - -		
Mallavonea (Aghadown Parish) - - -	- - -	Skibbereen.	Clashmore - - -		
Mallavonea (Abbeystowry Parish) - - -	- - -		Cooragurteen - - -		
Marsh - - -			Coosheen - - -		
Maulbrack - - -			Derreenatra - - -		
Munnig, North - - -			Derryconnell - - -	- - -	Ballydehob.
Munnig, South - - -			Foilmamuck - - -		
Oldcourt - - -			Gurteenroe - - -		
Poundlick - - -			Gurtnameona - - -		
Russagh - - -			Horse Island - - -		
Semorane (Castlehaven Parish) - - -			Illaunroe - - -		
Semorane (Creagh Parish) - - -			Kilbronoge - - -		
Tooreennasillane - - -			Letter - - -		
			Rathcool - - -		
			Rossbrin - - -		
			Shanavagh - - -		
			Stouke - - -		
			Woodlands - - -		
			Coolaghbeg - - -		
			Coolaghmore - - -		
			Cusovina - - -		
			Derreenalomanee - - -		
		Tullagh.	Gurteennakilla - - -	- - -	Coolagh.
			Lisheennacreagh - - -		
			Raheenroe - - -		
			Rathruanebeg - - -		
			Rathruanemore - - -		
			Serahanyleary - - -		
			Arduslough - - -		
			Ballynaul - - -		
			Ballyvoge beg - - -		
			Ballyvogemore - - -		
			Caher - - -		
			Cannawee - - -		
			Carrigacurriheen - - -		
			Carrigeengour - - -		
		Woodfort.	Carrigmanus - - -		
			Castlemehigan - - -		
			Cloghane - - -		
			Clogher - - -		
			Corranmore - - -		
			Crookhaven (including Town) - - -	- - -	Crookhaven.
			Corranbeg - - -		
			Dough - - -		
			Dunlough - - -		
			Gortbrack - - -		
			Gortacarriga - - -		
			Gortnagashel - - -		
			Greenane - - -		
			Kilbarry - - -		
			Killeane - - -		
		Ballybane.	Knockagallane - - -		
			Knockatassonig - - -		
			Knockeennageragh - - -		
			Lackenakea - - -		
			Leenane - - -		
			Letter - - -		
SKULL:	All the Town-lands in this Union are in the County of Cork.				
awnknockane - - -					
awnshanaclogh - - -					
ballybane, East - - -					
ballybane, West - - -					
carryroe - - -					
coocaha - - -					
coosane - - -					
derreenaclogh - - -					
derrycarhoon - - -					
derrylahard - - -					
dromkeal - - -					
diansallagh - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SKULL—continued.	All the Town- lands in this Union are in the County of Cork.	Crookhaven.	SKULL—continued.	All the Town- lands in this Union are in the County of Cork.	
Lissagriffin - - -			Arderawinny - - -		
Mallavoige - - -			Ballybrack - - -		
Oughtminee - - -			Balteen - - -		
Toor - - -			Beakeen - - -		
Tooreen - - -			Caheravirane - - -		
Caherolickane - - -			Castlepoint - - -		
Cashelfean - - -			Cove - - -		
Coomfarna - - -			Derryleary - - -		
Derryfunshion - - -			Dick's Island - - -		
Drishane - - -			Drinane - - -		Lowertown.
Dunbeacon - - -		Dunbeacon.	Garranes - - -		
Lackareagh - - -			Goat Island - - -		
Larharan - - -			Goat Island, Little - - -		
Mauladinna - - -			Gunpoint - - -		
Mountgabriel - - -			Ilauricmonia - - -		
Shantullig, North - - -			Kilpatrick - - -		
Shantullig, South - - -			Knock - - -		
			Leamcon - - -		
Ballyvonane - - -			Leighillaun - - -		
Barnatonicanne - - -			Lowertown - - -		
Carberry Island - - -					
Dunmanus, East - - -			Ardmanagh - - -		
Dunmanus, West - - -			Caherlusk - - -		
Furze Island - - -			Calf Island, Middle - - -		
Glan - - -		Dunmanus.	Calf Island, West - - -		
Gorttyowen - - -			Colla - - -		
Kilcomane - - -			Coney Island - - -		
Knockeens - - -			Cooradavrigian - - -		Skull.
Lissacaba - - -			Croagh - - -		
Lissacaba, North - - -			Gubbeen - - -		
Ratooragh - - -			Long Island - - -		
			Meenvane - - -		
Balteen - - -			Skeagh - - -		
Bird Island - - -			Skull - - -		
Bonlysallagh - - -					
Callaroseighter - - -			Altar - - -		
Callarosoughter - - -			Ballydivlin - - -		
Carrigacat and Milleen - - -			Ballyrisode - - -		
Cloghanaculleen - - -			Dunkelly, East - - -		
Cloghanalehid - - -			Dunkelly, Middle - - -		
Coorlacka - - -		Goleen.	Dunkelly, West - - -		Toormore.
Goleen - - -			Enaghoughter, East - - -		
Gortduff - - -			Enaghoughter, West - - -		
Kilbrown - - -			Kealfadda - - -		
Lackavaun - - -			Toormore - - -		
Rock Island - - -					
Shannavally - - -			SLIGO :	All the Town- lands in this Union are in the County of Sligo.	
Spanishcove - - -			Altvelid - - -		
			Castleore - - -		
Ardurabeg - - -			Crossboy - - -		
Arduramore - - -			Dromore - - -		
Boleagh - - -			Gortlownan - - -		
Cappaghbeg - - -			Inishfree Island - - -		
Cappaghmore - - -			Killerry - - -		
Corravooley - - -			Kingsfort - - -		
Derreenard - - -			Lahanagh - - -		Ballintogher, East.
Glannakilleenagh - - -			Mullaghfin - - -		
Greenmount - - -			Rathgeean - - -		
Ilaurmore - - -			Slishwood - - -		
Kilcoe - - -		Kilcoe.	Slishwood Island, East - - -		
Knockroe - - -			Slishwood Island, West - - -		
Lisheenacrehig - - -			Tiratick - - -		
Lissaclarig, East - - -			Toberanania - - -		
Lissaclarig, West - - -			Woodfield - - -		
Lisdonnell - - -					
Mannin Island - - -			Aghamore, Far - - -		
Murrahin - - -			Arnasbrack - - -		
Murrahin, North - - -			Carrownagh - - -		
Murrahin, South - - -			Carrownamaddoo - - -		
Rossard - - -			Cartronhugh - - -		Ballintogher West.
Skehanore, East - - -			Cartron, Taylor - - -		
Skehanore, West - - -			Castledargan - - -		
			Correagh - - -		
			Doonamurray - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
o—continued.	All the Town- lands in this Union are in the County of Sligo.		SLIGO—continued.	All the Town- lands in this Union are in the County of Sligo.	
ghoo - - -			The portions not included within the Parliamentary Boundary of the Borough of Sligo :		
bleymount - - -			Derrydarragh or Oak- field - - -	- - -	Kilmacowen.
artrontonlena - - -			Ballyfree - - -		
iltydangan - - -			Ballydoogan - - -		
rumcolumb - - -		Drumcolumb.	Carrowroe - - -		
rummacool - - -			Tullynagracken, North		
rumnasoohy - - -					
en - - -			Ballybeg - - -		
nockbreenagher - - -			Barnasrahy - - -		
vally - - -			Carrowbunnaun - - -		
vally - - -			Carrowdough - - -		
ullaghmore - - -			Cartron (Honoria Duff)		
thmulpatrick - - -			Culleenamore - - -		
ockbrook - - -			Culleenduff - - -		
oghlan - - -			Cummeen - - -		
			Dinnaghan - - -		
ghalenane - - -			Glen - - -		
anchfield - - -			Grange, East - - -		
ms - - -			Grange, North - - -		
rrounagark - - -			Grange, West - - -		
oondeen - - -			Inishmulcloghy or Coney Island - - -		
oonlurg - - -			Killaspugbrone - - -		
erpark - - -			Knocknarea, North - - -		
obâg - - -		Drumfin.	Knocknarea, South - - -		
omore - - -			Larass or Strand Hill - - -		
umfin - - -			Lissawully - - -	- - -	Knockarea.
			Lecarrow - - -		
lcreevin - - -			Luffertan - - -		
lcreevin (Phibbs) - - -			Maginn's Island - - -		
lmorgan - - -			Oyster Island - - -		
ngsbrook - - -			Primrose Grange - - -		
nockmoynagh - - -			Rathcarrick - - -		
ewpark - - -			Rathonoragh - - -		
rlaghyraun - - -			Rinn - - -		
			Scardanbeg - - -		
stlegal - - -			Scardanmore - - -		
llinsford - - -			Slieveroe or Siberia - - -		
aghadoo - - -			Tully - - -		
en, Lower - - -		Glencar.	Woodpark - - -		
en, Upper - - -			Three small Islands - - -		
ortnagrelly - - -					
gatober - - -			The portions not included within the Parliamentary Boundary of the Borough of Sligo :		
gnagall - - -			Finisklin - - -		
rmore - - -			Knappaghmore - - -		
anfield - - -			Annagh - - -		
alladrihid - - -			Annaghcor - - -		
eeoge - - -			Bellanagarrigeeny or Cas- tlebaldwin - - -		
rickhenry - - -			Bellarush - - -		
rowerim - - -			Brickeen - - -		
arrowgobbadagh - - -			Carrowreagh - - -		
arrowkeel - - -			Cartronroe - - -		
arrowmore - - -			Cleavry - - -	- - -	Lakeview.
artronabree - - -			Cloongad - - -		
ilbeg - - -			Cloonymeenaghan - - -		
umnaskibbone - - -			Corlisheen - - -		
uigue - - -		Kilmacowen.			
lmacowen - - -			Doonsheebeen - - -		
nocknahur, North - - -			Drimderry - - -		
nocknahur, South - - -			Drumraine - - -		
nocknashaun or Clover- hill - - -			Dramshinnagh - - -		
sheelacooravan - - -			Heapstown - - -		
afield - - -					
uplenabree - - -					
bernaveen - - -					
ro small Islands - - -					
nafortes - - -					
llynagracken, South - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SLIGO—continued.	All the Town- lands in this Union are in the County of Sligo.	Lakeview.	SLIGO—continued.	All the Town- lands in this Union are in the County of Sligo.	
Lecarrow - - -			Ardagh - - -		
Lissycoyne - - -			Ardcumber - - -		
Sheerevagh - - -			Ardkeeran - - -		
Springfield - - -			Ardvarney - - -		
Tawnagh - - -			Behy - - -		
Whitehill - - -			Bellanascarva - - -		
			Carrowcashel - - -		
Ardneekan - - -			Carrowkeel - - -		
Carrownspurraun - - -			Cooperhill - - -		
Cloghfin - - -			Cuiltylough - - -		
Cloonamahan - - -			Emlagh - - -		
Coolbock - - -			Emlagh - - -		
Coolteen - - -			Fidwog - - -		
Doorly - - -			Knockadoo - - -		
Drumederalena - - -			Knockaun - - -		
Knocknagroagh - - -		Lisconny.	Knocknacross - - -		
Knockanarrow - - -			Murillyroe - - -		
Knockroe - - -			Ogham - - -		
Lackagh - - -			Rosmore - - -		
Lisbanagher - - -			Rusheen - - -		
Lisconny - - -			Tobernaglashy - - -		
Lisruntagh - - -					
Spotfield - - -			Clogh - - -		
Turnalaydan - - -			Coolagraffy - - -		
			Curraghmore - - -		
Attiduff - - -			Drinaghan - - -		
Ardtrasna - - -			Edencullentragh, or Hol- lyfield - - -		
Ballinphull - - -			Gleniff - - -		
Ballygilgan - - -			Glencarbury - - -		
Carney (Jones) - - -			Gorteen - - -		
Carney (O'Beirne) - - -			Gortnadrung - - -		
Coolaghmore - - -		Lissadill, East.	Gortnaboula - - -		
Coldrumman, Lower - - -			Keeloges - - -		
Coldrumman, Upper - - -			Lecklasser - - -		
Doonowney - - -			Moneylahan - - -		
Finned - - -			Moodoge - - -		
Lissadill - - -			Mullanfad - - -		
Rahelly - - -			Oughtagorey - - -		
			Shancrock - - -		
Aghagad - - -					
Agharrow - - -			Ardnaglass, Lower - - -		
Ballyscannel - - -			Ardnaglass, Upper - - -		
Breaghwy - - -			Barnaderg - - -		
Cloonelly - - -			Carrownamaddoo - - -		
Cloontyprocklis - - -			Cashelgarran - - -		
Drangan, or Mount Ed- ward - - -		Lissadill, North.	Cloyragh - - -		
Doonshaskin - - -			Derrylehan - - -		
Grange - - -			Gortaderry - - -		
Inishnagor - - -			Gortnaleck - - -		
Lislary - - -			Groggagh - - -		
Mullaghaneane - - -			Lyle - - -		
Silver Hill - - -					
Srarevagh - - -			All such and so many Townlands and portions of Townlands as are com- prised within the Parlia- mentary Boundary of the Borough of Sligo; namely, Townlands of--		
Streedagh - - -			Abbeyquarter, North - - -		
			Abbeyquarter, South - - -		
Ardboline Island - - -			Caltragh - - -		
Ardtermon - - -			Cartron - - -		
Ballinedin - - -			Commons - - -		
Ballintemple - - -			Cornageeha - - -		
Ballyconnell - - -			Knappagh Beg - - -		
Ballymuldorrey - - -			Knocknaganny - - -		
Carrigeens - - -			Magheraboy - - -		
Cloghboley - - -		Lissadill, West.	Rathedmond - - -		
Clogheor - - -			Rathquarter - - -		
Clonagh - - -					
Doonfore - - -					
Horse Island - - -					
Kilmacannon - - -					
Raghly - - -					

[illegible]

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>STRABANE—continued.</i>			<i>STRABANE—continued.</i>		
Magherareagh -	Donegal -	Castle Finn.	Rossgeir -	Donegal -	Clonleigh, North.
Magherashanvally -			Sheercloon -		
Sessiagh -			Sixty Acres -		
Sessiagh (Allison) -			Tamnawood -		
Sessiagh (Long) -			Tieveboy -		
Stranamuck -			Tironeill -		
Tawnacrom -			Tyleford -		
Blackrepentance -					
Magherahee -			Aghawee -		
Roosky, Lower -			Ardnaglass -		
Roosky, Upper -			Backland -	ditto -	Clonleigh, South.
	ditto -	Cloghard.	Ballybogan -		
Mullanboy -			Ballynabreen -		
Ballybun -			Birdstown -		
Ballygonigan -			Calhame -		
Belalt -			Camus -		
Carranadore -			Carricknaslate -		
Cashelin -			Churchtown -		
Cloghard -			Coneyburrow -		
Demesne -			Croaghan -		
Drummurphy -			Curraghalane -		
Dungorman -	ditto -	Clonleigh, North.	Dooros -		
Egglybane -			Drumboy -		
Gortnamuck -			Drumnaha -		
Lisnamulligan -			Glensmoil -		
Meenlougher -			Gortin, South -		
Mullanboy -			Gortnagole -		
Raws, Lower -			Gortnavilly -		
Raws, Upper -			Haw -		
Tievebrack -			Keeloges -		
Tirinisk -			Kilmonaster, Lower -		
Tirnagushoge, or Bick- etstown -	ditto -	Clonleigh, South.	Kilmonaster, Middle -		
			Leggandorrage -		
			Legnabraid, or Cuning- hamstown -		
			Leganeale -		
			Lifford -		
			Lifford Bog -		
			Lifford Common -		
			Millsessiagh -		
			Murlough -		
			Portinure -		
	ditto -	Clonleigh, North.	Roughan -		
			Shannon, Lower -		
			Shannon, Middle -		
			Springhill -		
			Tirkeeran -		
			Toberoneill -		
			Townparks -		
			Unshinagh, Lower -		
			Unshinagh, Upper -		
			Wood -		
	ditto -	Clonleigh, North.	Wood Island -		
			Ballyboe -	ditto -	Feddyglass.
			Ballylennan -		
			Carnshannagh -		
			Carrickadawson -		
			Creaghadoos -		
			Dromore, Big -		
			Dromore, Little -		
			Drumbeg -		
			Drumcrow -		
			Drumfad -		
	ditto -	Clonleigh, North.	Drummucklagh -		
			Feddyglass -		
			Lettergull -		
			Listannagh -		
			Tullyrap -		
			Woodlands -		
			Broadlea -		
			Coolaghy -		
			Drumnabraty -		
	ditto -	Clonleigh, North.			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
STRABANE—continued.			STRABANE—continued.		
Ardvarnock Glebe -	Donegal -	Figart.	Ardagh - - -	Donegal -	Treantaghmu- lagh.
Ballyholey Near -			Brockagh - - -		
Bracehead - - -			Castledowey - - -		
Burnside - - -			Glentown - - -		
Common - - -			Magheracloy - - -		
Craigs - - -			Momeen - - -		
Creggan - - -			Treantagh - - -		
Deerpark - - -			Treantaghmucklagh -		
Figart - - -			Castledowey - - -		
Flemingstown - - -			Dooish - - -		
Habbistown - - -			Drumatoland - - -		
Kiltole - - -			Galdonagh - - -		
Magheestown - - -			Galdonagh Glebe - -		
Magherasollus - - -			Lismoghry - - -		
Mountainpark - - -			Ryelands - - -		
Muntertinny - - -			Sheskinapoll - - -		
Newrow - - -			Alt, Lower - - -		
Tullydonnell, Lower			Alt, Upper - - -		
Tullydonnell, Upper			Calhame - - -		
Tullyvinny - - -			Cavanaweery - - -		
Winnihaw - - -			Coolyslin - - -		
Aghnakeeragh - - -			Cormakilly - - -		
Beltany - - -			Dresnagh - - -		
Bogagh - - -			Drumbane - - -		
Cooladerry - - -			Drumdoit - - -		
Coolaghy Glebe - -			Drumnaha - - -		
Cottown - - -			Dunnaloob - - -		
Diffin - - -			Fearn - - -		
Drumineney - - -			Foyfin - - -		
Gortaguigley - - -			Gortkilly - - -		
Gort Glebe - - -			Gortnagrace - - -		
Gort Glebe, Cooladerry			Graffy - - -		
Gortnesk - - -			Halftown - - -		
Lismontigley - - -			Kellysmeadow - - -		
Lisnoble - - -			Magherycallaghan -		
Magheraboy - - -			Millfarm - - -		
Magherahaan - - -			Roganspark - - -		
Milltown - - -			Skelpy - - -		
Oakfield Demesne -			Tullyard - - -		
Raphoe Demesne -	STRANORLAR:				
Raphoe Townparks -	Aghaveagh - - -	All the Town- lands in this Union are in the County of Donegal.			
Sesnacully - - -	Altnapaste - - -				
Shannagh - - -	Ballybobaneen - - -				
Stranorlaghan - - -	Ballykergan - - -				
Tops - - -	Bindoo - - -				
Tops Demesne - - -	Binmore - - -				
Altaskin - - -	Carrickmahon - - -				
Binnion - - -	Cashel - - -				
Burnthaw - - -	Cloghervaddy - - -				
Carrickmore - - -	Corrairie - - -				
Castletown - - -	Crolack - - -				
Cavanacaw - - -	Cronakerny - - -	- - -	Altnapaste.		
Clashygowan - - -	Cronamuck - - -				
Creatland - - -	Dergroagh - - -				
Cuttymanhill - - -	Drumderrydonan - -				
Drumearn - - -	Gortiness - - -				
Drumenan - - -	Loughsallagh - - -				
Dundee - - -	Magheracloigh - - -				
Gillstown - - -	Meenagrauv - - -				
Gortnamoney - - -	Stragally - - -				
Kinnacally - - -	Stroangarrow - - -				
Legnatraw - - -	Stroangibbagh - - -				
Moness - - -	Tonduff - - -				
Mongavlin - - -	Tonduff (Thompson) -				
Moymore - - -	Altatraght - - -				
Nethertown - - -	Altahan - - -				
Ratteen - - -	Arbatt - - -				
Rockfield - - -	Ballybotemple - - -				
Saint Johnstown - -	Ballynahan - - -				
Swilly - - -	Ballynatone - - -				
Treansallagh - - -					
Tullyowen - - -					
Whitehill - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
STRANORLAR—continued.	All the Town- lands in this Union are in the County of Donegal.		STROKESTOWN :	All the Town- lands in this Union are in the County of Roscommon.	
Corgary - - -	- - -	Knock.	Annaghbeg - - -	- - -	
Corraffrin - - -	- - -		Annaghmore - - -	- - -	
Dreenan - - -	- - -		Bunnamucka - - -	- - -	
Glencovet - - -	- - -		Carrownagullagh - - -	- - -	
Kinletter - - -	- - -		Carrownally - - -	- - -	
Knock - - -	- - -		Clooncunny - - -	- - -	
Navenny - - -	- - -		Cloonfree - - -	- - -	
Sessiagh (O'Neill) - - -	- - -		Cloonreane - - -	- - -	
Tievecloghoge - - -	- - -		Corraslira - - -	- - -	Annaghmore.
Trusk - - -	- - -		Corskeagh - - -	- - -	
			Curry - - -	- - -	
Teangue - - -	- - -		Doon - - -	- - -	
Aughkeely - - -	- - -		Doughloon - - -	- - -	
Callan - - -	- - -		Drinaun - - -	- - -	
Callanacor - - -	- - -		Drumman - - -	- - -	
Cark - - -	- - -		Dunmurraghoe - - -	- - -	
Cloghroe - - -	- - -		Falsk - - -	- - -	
Drumnacross - - -	- - -	Lettermore.	Ballymartin - - -	- - -	
Farragans - - -	- - -		Cloonreen (Blakeney) - - -	- - -	
Legland - - -	- - -		Corgowan - - -	- - -	
Lettermore - - -	- - -		Creta - - -	- - -	
Lettershanbo - - -	- - -		Cuilmore - - -	- - -	
Magheravall, or Midcut - - -	- - -		Drumgissaun - - -	- - -	
Meenalaban - - -	- - -		Gillstown - - -	- - -	
Meentycat - - -	- - -		Glen - - -	- - -	
Stroangibbagh - - -	- - -		Grange - - -	- - -	
			Illaungarve - - -	- - -	Ballygarden.
Altinierin - - -	- - -		Largan - - -	- - -	
Cummirks - - -	- - -		Lisduff - - -	- - -	
Meencargagh - - -	- - -	Meencargagh.	Lisheen - - -	- - -	
Meentygrannagh - - -	- - -		Mihanagh - - -	- - -	
Ballygallan - - -	- - -		Moyglass - - -	- - -	
Carrickalangan - - -	- - -		Muckanagh - - -	- - -	
Drumnahough - - -	- - -		Rattinagh - - -	- - -	
Meenadaura, or Drum- nahough Mountain - - -	- - -		Toberpatrick - - -	- - -	
Tooslenagh - - -	- - -		Two Islands - - -	- - -	
Treankeel - - -	- - -				
Tullyhonour - - -	- - -				
			Aghadangan - - -	- - -	
Admiran - - -	- - -		Aghamore - - -	- - -	
Aghasheil - - -	- - -		Ashbrook, or Knockna- barnaboy - - -	- - -	
Backlees - - -	- - -		Ballyfeeny - - -	- - -	
Ballybofey - - -	- - -		Ballyhubert - - -	- - -	
Ballynaglack - - -	- - -		Bellanamullia - - -	- - -	
Castlebane - - -	- - -		Bellmount, or Clogger- nagh - - -	- - -	
Creggan - - -	- - -		Bunnageddy - - -	- - -	
Curraghomongan - - -	- - -		Cloonshannagh - - -	- - -	
Drumhoe, Lower - - -	- - -		Cordrumman - - -	- - -	
Drumboe, Upper - - -	- - -		Corhawny - - -	- - -	
Dunwiley - - -	- - -		Culliagh, Lower - - -	- - -	
Glebe - - -	- - -		Culliagh, Upper - - -	- - -	Bumlin.
Gortletteragh - - -	- - -		Garryglass - - -	- - -	
Greenhills - - -	- - -		Gortloose - - -	- - -	
Ironworks - - -	- - -		Gortlustia - - -	- - -	
Kilross - - -	- - -	Stranorlar.	Graffoge - - -	- - -	
Knockfair - - -	- - -		Killinordan - - -	- - -	
Lettermakenny - - -	- - -		Killinordanbeg - - -	- - -	
Liskeran - - -	- - -		Kilmacananneny - - -	- - -	
Lisnaree - - -	- - -		Lissaphobble - - -	- - -	
Lough Hill - - -	- - -		Moneenacully - - -	- - -	
Magherapaste - - -	- - -		Northyard - - -	- - -	
Meenagrauv - - -	- - -		Pollymount - - -	- - -	
Meenanilta - - -	- - -		Seramoge - - -	- - -	
Meenavoy - - -	- - -		Tonycurneen - - -	- - -	
Meenbane - - -	- - -		Tooreen - - -	- - -	
Mullaghagarry - - -	- - -		Treanacreeve - - -	- - -	
Mullandrait - - -	- - -				
Stranorlar - - -	- - -		Ballinafad - - -	- - -	
Teevickmoy - - -	- - -		Callintemple - - -	- - -	
Tircallan - - -	- - -		Cappagh - - -	- - -	Cloonfinlough
Treanamullin - - -	- - -		Clare - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROKESTOWN— <i>continued.</i>	All the Town- lands in this Union are in the County of Roscommon.		STROKESTOWN— <i>continued.</i>	All the Town- lands in this Union are in the County of Roscommon.	
Cloonconny - - -			Clooncosker - - -		
Cloonearagh - - -			Clooncraft - - -		
Cloonelly - - -			Cloongarvan - - -		
Cloonerra - - -			Cloonglasnybeg - - -		
Cloonfinlough - - -			Cloonglasnymore - - -		
Cloonrane - - -			Cloonshee - - -		
Coggalbeg - - -			Corkeenagh - - -		
Coggalfortyaces - - -			Cuilmore - - -		
Coggalkeenagh - - -			Curry - - -		
Coggalmore - - -			Drummod - - -		
Coggalstack - - -			Lecarrow - - -		
Coggaltonroe - - -			Three Islands - - -		
Corboghill - - -		Cloonfinlough.			
Curry - - -			Abbeycarton - - -		
Derreen - - -			Ardnagowna - - -		
Glennaeeltoge, or Midge- field - - -			Caldrymorán - - -		
Lisheenanierin - - -			Carrowkeel - - -		
Lisnahirka - - -			Carrowkeel, Upper - - -		
Moher - - -			Carrownurlar - - -		
Mountpleasant - - -			Chanterland, or Wind- mill Park - - -		
Oakfield - - -			Cherryfield, or Drish- aghan - - -		
			Cloonbayoge - - -		
Attiballa - - -			Commeen - - -		
Ballymurray - - -			Deanery - - -		
Boyanagh - - -			Edenan - - -		
Cammoge - - -			Elphin - - -		
Carrowgobbadagh - - -			Emlagh - - -		
Corrabaun - - -			Kinard - - -		
Corracreigh - - -			Lisboy - - -		
Cloonmahaan - - -			Ovaun - - -		
Cloonyquin - - -			Shankill - - -		
Flaskaghbeg - - -		Cloonyquin.	Tullyloyd - - -		
Flaskaghmore - - -					
Foxborough - - -			Ballykilcline - - -		
Grallagh - - -			Barravally - - -		
Killynaghbeg - - -			Carrigeen - - -		
Killynaghmore - - -			Crunkill - - -		
Kilnanooan - - -			Derryfeacle - - -		
Knockavurrea - - -			Derrymacstur - - -		
Laghtcausk - - -			Drummanbeg - - -		
Toberriory - - -			Drummanmore - - -		
Tullintuppeen - - -			Glebe - - -		
			Inishmoylin - - -		
Carrownamaddy - - -			Kilgarve - - -		
Cloonahee - - -			Knockhall - - -		
Cloonshannagh - - -			Lavagh - - -		
Coolmeen - - -			Lecarrow - - -		
Corrumman - - -			Mullaghmacormick - - -		
Corgarrow - - -			Fourteen Islands - - -		
Creeve - - -		Creeve.			
Drumlish - - -			Aghamannan - - -		
Drummullin - - -			Ballyfeeny - - -		
Kileloghan - - -			Ballymoylin - - -		
Kilelogherna - - -			Carrowskeheen - - -		
Kye - - -			Caul - - -		
Rathmore - - -			Culleenaghmore - - -		
Two Islands - - -			Doon - - -		
			Dooslattagh - - -		
Caldragh - - -			Kerlagh - - -		
Clooncullaán - - -			Kilbeg - - -		
Cloonybrennan - - -			Kilgraffy - - -		
Cregga - - -			Killastalliff - - -		
Cuilrevagh - - -			Killegan - - -		
Doonardbeg - - -			Legan - - -		
Doonardmore - - -			Moher - - -		
Kiltrustan - - -		Cregga.	Rooaun - - -		
Lettreen - - -			Slattaghbeg - - -		
Lugboy - - -			Slattaghmore - - -		
Luggs - - -			Tully - - -		
Pansyfield - - -			One Island - - -		
Pullycartron - - -					
Pullen - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
STROKESTOWN—continued.	All the Town- lands in this Union are in the County of Roscommon.		STROKESTOWN—continued.	All the Town- lands in this Union are in the County of Roscommon.	
Ballybeg - - -	- - -	Killavackan.	Derrymoylin - - -	- - -	Roosky.
Ballyduffy - - -			Derryonogh - - -		
Ballymore - - -			Glebe - - -		
Carroward - - -			Killbarry - - -		
Carrownaskeagh - - -			Meelick - - -		
Cloonycarranbeg - - -			Moneenbeg - - -		
Cloonycarranmore - - -			Pigeon Island - - -		
Cloonylyon - - -			Roosky - - -		
Culleenanory - - -			Roosky, New - - -		
Curraghduffy - - -			Rabbit Island - - -		
Doughil - - -					
Killavackan - - -			Barrinagh - - -		
Lismeehy - - -			Carrownamorheeney - - -		
Lissonuffy - - -			Cartronagor - - -		
Telton - - -	- - -	Killukin.	Cartron - - -		Rossmore.
Tullyvarran - - -			Clogherbeg - - -		
			Cloghermore - - -		
Ardakillin - - -			Cloonroughan - - -		
Ballydaly - - -			Cloonyeffier - - -		
Ballyglass - - -			Creeve - - -		
Carrownrinny - - -			Gortnacranagh - - -		
Carrownrinny - - -			Killeen, East - - -		
Clashaganny - - -			Killeen, West - - -		
Cloonastiallas - - -			Lisnagard - - -		
Cloonmurray - - -			Lurgan - - -		
Cloonybeirne - - -			Raheen - - -		
Cloonyogan - - -			Rathroe - - -		
Derryphatton - - -			Rossbeg - - -		
Killukin - - -	- - -	Lissonuffy.	Rossmore, East - - -		
Manor - - -			Rossmore, West - - -		
Rathmore - - -			Runnaruag - - -		
Sheegeeragh - - -					
Sroove - - -			Ballyhammon - - -		
			Bumlin - - -		
Corradrehid - - -			Carrowclogher - - -		
Curraghbroe - - -			Carrowntryla - - -		
Derrycashel - - -			Castlenode - - -		
Derryhanee - - -			Clooneen (Hartland) - - -		
Doonahaba - - -			Cloonrabrackan - - -		
Drinagh - - -			Cloonradoon - - -		
Erra - - -			Cloonslanor - - -		
Granaghan (Martin) - - -			Farnbeg - - -		Strokestown.
Granaghan (Dillon) - - -			Farnmore - - -		
Mongagh - - -			Kildallogge - - -		
Mount Dillon - - -			Kilmore - - -		
Trila (Dillon) - - -			Lavally - - -		
Trila (Martin) - - -			Lisroyne - - -		
			Newtown - - -		
Ballaghabawmore - - -			Vesnoy - - -		
Ballybeg - - -					
Cargin Demesne - - -			Ballygate - - -		
Carns - - -			Ballytoohey - - -		
Carrowgarve - - -			Cloomore - - -		
Carrowkeel - - -			Corramagrine - - -		
Carrownageelaun - - -			Corraun - - -		Termonbarry.
Carrownaskeagh - - -			Lack - - -		
Carrownatoosan - - -			Newtown - - -		
Drinnagh - - -			Five Islands - - -		
Glenballythomas - - -					
Kilree - - -			Aghloonagh - - -		
Lismurtagh - - -			Ardkeenagh Plunkett - - -		
Lissacurkia - - -			Ardkeenagh - - -		
Ogulla - - -			Ballybroghan - - -		
Rathkeva - - -			Bloomfield - - -		
Rathnaglye - - -			Carrigeenagappul - - -		
Toomona - - -			Cartron - - -		
			Castleland - - -		
Ballymagrine - - -			Cloonakillybeg - - -		Tulsk.
Cloonfad - - -			Cloonakillymore - - -		
Cloonaufill Island - - -			Cloonanartbeg - - -		
Cloonaufill - - -			Cloonanartmore - - -		
Cloonfower - - -			Clooncor - - -		
Cloonshaunagh - - -			Clooncullaun - - -		
Cuilbeg - - -					
	- - -	Roosky.			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
ROKESTOWN— <i>continued.</i>	All the Town- lands in this Union are in the County of Roscommon.		SWINEFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo, except Curragsallagh in Kilmovee Division.	
Mooneigh - - -			Castlesheenaghan - -		
Corbally - - -			Cornaveagh - - -		
Corker - - -			Curryaun - - -		
Corrabeg - - -			Cuiltybo - - -		
Corragarve - - -			Faheens - - -		
Correagh - - -			Johnsfort - - -		
Derryquirk - - -			Knockranny - - -		
Drange - - -		Tulsk.	Lissanumera - - -		Brackloon.
Kilcooley - - -			Rabaun - - -		
Lisnaneane - - -			Tawnaglass - - -		
Lissaphuca - - -			Tonroe - - -		
Moneyboy - - -			Treanlaur - - -		
Nadnaveagh - - -			Tullanacorra - - -		
Steill - - -			Tullynahoo - - -		
Tuisk - - -			Woods - - -		
SWINEFORD:	All the Town- lands in this Union are in the County of Mayo, except Curragsallagh in Kilmovee Division.		Askillau - - -		
Aghamore - - -			Attimachugh - - -		
Arderry - - -			Callow - - -		
Ballinacostello - - -			Carrowmore - - -		
Ballynacloy - - -			Carrownageeragh - - -		
Ballyhine - - -			Coollagagh - - -		
Boleyboy - - -			Corlee - - -		
Cappagh - - -			Cuillonaghtan - - -		Callow.
Carnbeg - - -			Cullin - - -		
Carnmore - - -			Doonty - - -		
Carrowbaun - - -			Knockfadda - - -		
Cartron, North - - -			Larganmore - - -		
Carrowscoltia - - -			Prebaun - - -		
Cashels - - -			Toorard - - -		
Casheltourly - - -			Treanrevagh - - -		
Cloonean - - -		Aghamore.			
Corhawnagh - - -			Ballintadder - - -		
Cornageaghta - - -			Barroe - - -		
Killeen - - -			Botinny - - -		
Laralae - - -			Brackloonagh, North - - -		
Lismeegeaun - - -			Carrowntobber - - -		
Lugbrack - - -			Cashelduff - - -		
Mannin - - -			Cloonlarhan - - -		
Mountain Common - - -			Cloonmore - - -		
Scardaun - - -			Corragooly - - -		
Sceregg - - -			Cragagh - - -		Cloonmore.
Sober - - -			Cranmore - - -		
Sooreen - - -			Derrydorneen - - -		
One small Island - - -			Derrykinlough - - -		
			Glastrasna - - -		
Ballinamore - - -			Lissymulgee - - -		
Camderrynabinnia - - -			Park - - -		
Carrowndangan - - -			Roosky - - -		
Craggagh - - -			Tonagh - - -		
Cuillalea - - -		Ballinamore.	Tonroe - - -		
Derryvohy - - -					
Knocknaskeagh - - -			Aghataharn - - -		
Largan - - -			Annagh - - -		
Oxford - - -			Carrowneden - - -		
			Cartron - - -		
Ardacarha - - -			Cloongawnagh (Burke) - - -		
Barleyhill - - -			Cloongawnagh (Cosgrave) - - -		
Bohola - - -			Coolnaha, North - - -		Coolnaha.
Carroward - - -		Bohola.	Coolnaha, South - - -		
Carrowgallda - - -			Crossard - - -		
Lisgormin - - -			Crossbeg - - -		
Lissaniska - - -			Cummer - - -		
Rathrowan - - -					
			Blackpatch - - -		
Ballyglass - - -			Boleyboy - - -		
Brackloon - - -			Carrowbeg - - -		
Carn - - -			Carrowmoremoy - - -		
Carrowbaun - - -		Brackloon.	Carrowneden - - -		Cuildoo.
Carrownaculla - - -			Clonygowan - - -		
Castlebaragh - - -			Coolcashla - - -		
Castlecrunnoge - - -			Creggabalagh - - -		
Castleroyan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.				
SWINEFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo, except Curragsallagh in Kilmovee Division.	Cuiladoo.	SWINEFORD— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo, except Curragsallagh in Kilmovee Division.	Kilkelly.				
Cuilldoo - - -			Kilkelly - - -						
Dromada Duke - - -			Knockbrack - - -						
Doonmaynor - - -			Liscosker - - -						
Graffy - - -			Lismaganshion - - -						
Killeen - - -			Lisnagross - - -						
Lismoran - - -			Lurgan, - - -						
Listernan - - -			Rath - - -						
Magheraboy - - -			Rinn - - -						
Pollshanvoge - - -			Shammerbaun - - -						
Rubble - - -			Shammerdoo - - -						
Tiraninny - - -			Tawnagh - - -						
	Woodfield - - -								
Ballindoo or Doocastle -	Doocastle.		Annagh Hill - - -						
Cloonakillina - - -			Ardlee - - -						
Cloonfeightrin - - -			Ballindrehid - - -						
Cloonmeen, East - - -			Ballooreclerhy - - -						
Derrynabrock - - -			Ballynamona - - -						
Flughany - - -			Brownespark - - -						
Gowlaun - - -			Carrownteeaun - - -						
Kilgarrieff - - -			Cartron - - -						
Srah, Lower - - -			Cloondoolough - - -						
Srah, Upper - - -			Cloonkedagh - - -						
Tawnaghbeg - - -			Garryroe - - -						
							Killedan - - -		
Ballyglass, East - - -			Kinaff - - -		Killedan.				
Blackloonagh, South - - -			Knockbrack - - -						
Bracklagh - - -			Lisduff - - -						
Bulcaun - - -			Lisnamaneegh - - -						
Cappulcorragh - - -			Pollronahanbeg - - -						
Cashel - - -			Pollronahanmore - - -						
Cloonaweema - - -			Shauvally - - -						
Clooncous - - -			Treankeeel - - -						
Cloonfane - - -			Treannagleragh - - -						
Cloonmeen, West - - -									
Fauleens - - -									
Glenmullynaha, East - - -			Ballinrumpa - - -						
Glenmullynaha, West - - -	Ballyglass - - -								
Gowell - - -	Carrownlacka - - -								
Lavybeg - - -	Cashellahenny - - -								
Lavymore - - -	Clooncarha - - -								
Lecarrow - - -	Cloonierin - - -								
Lurga, Lower - - -	Cloonnamna - - -								
Lurga, Upper - - -	Corgarriff - - -								
Puntabeg - - -	Culliagh - - -								
Speck - - -	Kilcachel - - -								
Tawnyinagh, Lower - - -	Killaclare - - -								
Tawnyinagh, Middle - - -	Kilmovee - - -				Kilmovee.				
Tawnyinagh, Upper - - -	Leveelick - - -								
Temple - - -	Magheraboy - - -								
	Raherolus - - -								
Ballyglass - - -	Ranagissaun - - -								
Balloor - - -	Rusheens, East - - -								
Barnagurry - - -	Rusheens, West - - -								
Barnahester - - -	Skeheen - - -								
Bruff - - -	Sraheens - - -								
Caher - - -	Uggool - - -								
Cloghvoley - - -	Curragsallagh - - -						Roscommon.		
Clooncah - - -									
Cloonnahulty - - -									
Cloontarriff - - -									
Cloonturk - - -									
Derragh - - -									
Derryclaha - - -									
Derrygay - - -									
Derrynaleck - - -									
Derrynarud - - -									
Derrynaned - - -									
Derryool - - -					Kiltamagh.				
Derrybrack - - -									
Derrycashel - - -									
Derrycoosh - - -									
Doogary - - -									
Falleighter - - -									
Gowlaun - - -									

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
SWINFORD—continued.	All the Town- lands in this Union are in the County of Mayo, except Curraghsallagh, in Kilmovee Division.		SWINFORD—continued.	All the Town- lands in this Union are in the County of Mayo, except Curraghsallagh, in Kilmovee Division.	
Adoom - - -			Altbaun - - -		
Ballinlag - - -			Bohamore - - -		
Ballintemple - - -			Carrowheel - - -		
Ballymiles - - -			Carrowntlewa - - -		
Baul - - -			Listrisnan - - -		
Browmore - - -			Rathslevin - - -		
Browreagh - - -			Shanaghy - - -		
Bonagalloon - - -			Sraheens - - -		
Boureen - - -			Tawnaghaknaff - - -		
Boninshin - - -			Toocananagh - - -		
Ballagh - - -			Tooromin - - -		
Bortnasallagh - - -		Meelick.			Toocananagh.
Bleen - - -			Aghaward - - -		
Bockavilla - - -			Ballinillaun - - -		
Carrow - - -			Belgarrow - - -		
Edurraun - - -			Boherhallagh - - -		
Emiraun - - -			Cabragh - - -		
Ellick - - -			Cashel - - -		
Swcastle - - -			Cloongee - - -		
Edcastle - - -			Cloonmung - - -		
Enbrack - - -			Creggagh - - -		
Eanfohanun - - -			Cregnafyla - - -		
Ellyroe - - -			Foxford - - -		
			Kilmore - - -		
			Laghtmacdurkan - - -		
Ellyglass, West - - -			Leckee - - -		
Enacahoge - - -			Lisduff - - -		
Enalyra - - -			Moorbrook - - -		
En - - -			Pollnagawna - - -		
Entron - - -			Rinnananny - - -		
Enonalison - - -			Shanwar - - -		
Enonlyon - - -			Toomore - - -		
Enlaturly - - -			Ummoon - - -		
Enleen - - -					Toomore.
Engarrieff, West - - -			Attinaskollia - - -		
Enpark - - -			Bellanacurra - - -		
Enllenmadoge - - -			Carroweeny - - -		
Enaranny - - -			Carrowliambeg - - -		
Enagh - - -			Carrowliammore - - -		
Enipe - - -			Cartron - - -		
Eniboholla - - -			Cartronmacmanus - - -		
Enanacally, or Hagfield - - -			Cloonainra - - -		
Enouthill, or Knockbrack - - -			Clooncleevragh - - -		
			Cloonfinish - - -		
			Cloontubbrid - - -		
Eninvoher - - -			Cornageeha - - -		
Enydrum - - -			Creggaun - - -		
Enrowbeg - - -			Darhanagh - - -		
Enroweanada - - -			Dromada Gore - - -		
Enrownacross - - -			Dromada Joyce - - -		
Enonacunnana - - -			Drumagh - - -		
Enonagbboy - - -			Drumalooaun - - -		
Enonfonaun - - -			Knockmanagh - - -		
Enongullaun - - -			Knockmullin - - -		
Enonlara - - -			Knocknaskeagh - - -		
Enonlumney - - -			Knocks - - -		
Enillaun - - -			Lislaughna - - -		
Enilmore - - -			Loobnamuck - - -		
Enrryronan - - -			Tulleague - - -		
Enunshinnagh - - -			Tumgesh - - -		
Enker (Kilconduff parish) - - -		Swineford.			
Enker (Meelick parish) - - -			Aghadiffin - - -		
Enlbride - - -			Bárcull - - -		
Engcurragh - - -			Carrowbeg - - -		
Enbaun - - -			Cloonfaulus - - -		
Enbrogan - - -			Cloonfeaghra - - -		
Enscottle - - -			Glentavraun - - -		
Enheenabrone - - -			Kilmore - - -		
Enlackagh - - -			Sonvolaun - - -		
Enwpark - - -			Tavraun - - -		
Enthscanlan - - -			Tullyganny - - -		
Enineford - - -			Urlaur - - -		
Enwnamullagh - - -					Urlaur.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
THOMASTOWN—continued.	All the Town- lands in this Union are in the County of Kilkenny.		THOMASTOWN—continued.	All the Town- lands in this Union are in the County of Kilkenny.	
Ballygub, New - -	- - -	Inistioge.	Ballyduff - - -	- - -	Pleberstown.
Ballygub, Old - -			Baunskeha - - -		
Ballyshane - - -			Castlecoster - - -		
Bishopslane - - -			Coolroe - - -		
Donamery - - -			Dysart - - -		
oolnamuck - - -			Pleberstown - - -		
Distioge - - -			Powerswood - - -		
Elcross - - -					
Gilleen - - -					
Oldcourt - - -					
Seven Islands - -					
Ballynamona - -	- - -	Jerpoint Church.	Annaleck, Lower - -	- - -	Powerstown.
Ballylowra - - -			Annaleck, Upper - -		
Barrigeen - - -			Aughkiletaun - - -		
Banesrath - - -			Ballycabus - - -		
Barisgrove - - -			Boherkyle - - -		
Brenan - - -			Coolatogher - - -		
Brockard - - -			Courtnaboghilla - -		
Jerpoint Abbey - -			Curraghlane, Lower -		
Jerpoint Church - -			Curraghlane, Upper -		
Jerpoint Hill - -			Garryleasha - - -		
Lockeyhall - - -			Gorteen - - -		
	- - -	Kilfane.	Grove - - -		
Edgerrock - - -			Mountloftus - - -		
Ballykeoghan - -			Pollagh - - -		
Ballykeoghan - -			Powerstown, East - -		
Distlegarden - -			Powerstown, West - -		
Oghscregg - - -			Tincouse - - -		
Om - - -			Tinnakeenly - - -		
Rebe - - -			Tomnahaha - - -		
Ilfane Demesne - -					
Ilfane, East - - -			Ballycoam - - -	- - -	Stonyford.
Ilfane, West - - -			Baunavollaboy - - -		
Ilmurry - - -			Baunreagh - - -		
Knockanroe, North -			Cherrymount - - -		
Knockanroe, South -			Cotterellsbooly - - -		
Oneen - - -			Cotterellsbooly - - -		
Roan - - -			Floodhall, or Rathtooterny		
Garstown - - -			Glenmore - - -		
			Knockadrina - - -		
			Knocknabooly - - -		
Ballyknockmore - -	- - -	Kilkeasy.	Oldtown - - -	- - -	Thomastown.
Eatingstown - - -			Rathduff - - -		
Ilkeasy - - -			Stonecarthy, East - -		
Knockmoylan - - -			Stonecarthy, West - -		
Knockmoylan - - -			Walton's Grove, or		
Mateige - - -			Mountjuliet - - -		
Ballyconway - - -		Kiltorcan.	Ballydonnell - - -		
Ballynahinch - - -			Ballylinch Demesne -		
Ballytorcan - - -			Burrellspark - - -		
			Cloghabrody - - -		
Ballyboodan - - -			Carrickmourne - - -		
Ballydowan - - -			Columbkille - - -		
Ballygeardra - - -			Dangan - - -		
Ballyrettstown - -			Jackstown - - -		
Ballynanattin - - -			Jerpoint, West - - -		
Ballysrath - - -			Kiljames, Lower - - -		
Ballywersacre - - -	- - -	Knocktopher.	Kiljames, Upper - - -	- - -	Tullaherin.
Ballyrickshock Commons			Kilmurry - - -		
Ballyrigeen - - -			Legan - - -		
Ballystecolumb - -			Newtown - - -		
Ballymmon - - -			Stampspark - - -		
Ballybe - - -			Thomastown - - -		
Ballycurl Anglesy -					
Ballyocktopher Abbey			Baronsland - - -		
Ballyocktopher Commons			Cloghala - - -		
Ballyocktopher Manor			Crowbally - - -		
Ballyanroe Commons -			Dungarvan - - -		
Ballyneyheige Commons	- - -	Knocktopher.	Earlsquarter - - -	- - -	Tullaherin.
Ballyesland - - -			Kilbline - - -		
Ballyepstown - - -			Kilmanaheen - - -		
Ballyitescastle, Lower			Tullaherin - - -		
Ballyitescastle, Upper					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>HURLES—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		<i>THURLES—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Fantane, North - -			Holycross - - -		Holycross.
Fantane, South - -			Killeenyarda - -		
Garrangrena, Lower -			Lisnagrough - -		
Garrangrena, Upper -			Monamoe - - -		
Glenbreedy - - -			Newtown - - -		
Glenkeen - - -			Raheen - - -		
Glennanoge - - -			Whitefort - - -		
Glennariesk - - -					
Glentane - - -			Annfield - - -		
Gortnaboley - - -		Glenkeen.	Ballypatrick - -		
Grangelough - - -			Bouladuff - - -		
Grangeroe - - -			Clehile - - -		
Knockakelly - - -			Clonbeg - - -		
Knockannabinna - -			Clonmore - - -		
Knockanora - - -			Illan anummera -		
Knockshearoon - -			Inch - - -		Inch.
Knockwilliam - - -			Liscreeagh - - -		
Moankeenane - - -			Lissaroon - - -		
Rosnamulteeny - -			Magherareagh -		
Springfield - - -			Monroe - - -		
			Pallashill - - -		
			Pollagh - - -		
Allengort - - -			Ballybristly - -		
Atshanboe (Cahill) -			Ballyduag - - -		
Atshanboe (Launders) -			Brownstown - -		
Ballyboy - - -			Clobanna - - -		
Cappaclogh - - -			Clonamuckoge beg		
Coolderry - - -			Clonamuckogemore		
Coolcormack - - -			Clondoty - - -		
Cottage - - -			Coolgarrane - -		Kilrush.
Cottage - - -			Dovea, Lower - -		
Dogstown - - -			Dovea, Upper - -		
Drumminphilip - -			Kilkillahara - -		
Drumminagower - -			Killahara - - -		
Finnahy - - -			Killeenleigh - -		
Goldengrove - - -			Kilrush - - -		
Gorteenadiha - - -			Lisheenataggart -		
Gortnahalla - - -					
Gortkelly - - -			Ballybeg - - -		
Gortnaskehy - - -			Ballydavid - - -		
Graceland - - -		Gortkelly.	Ballyerk - - -		
Killinleigh - - -			Ballynamona - -		
Kileroe - - -			Ballymurreen - -		
Knockalough (Commons)			Cooleroo - - -		
Knockane - - -			Derryhogan - - -		
Knockaneroe - - -			Galbooly - - -		Littleton.
Knockmehill - - -			Galbooly, Little -		
Knockmehill, East -			Lahardan, Lower -		
Lackandarra - - -			Lahardan, Upper -		
Mountcatherine - -			Moharaheen - - -		
Moher - - -			Newtown - - -		
Newtown - - -			Rahinch - - -		
Paddock - - -			Rathcunikeen - -		
Pallas, Lower - - -			Shanacloon - - -		
Pallas, Upper - - -					
Roskeen - - -			Boolabea - - -		
Roskeen, Little - -			Castletown - - -		
Roskeen, South - -			Derryfadda - - -		
Rossoulty - - -			Inchirourke - -		
			Kilmakill - - -		
Ballycamusk - - -			Longfordpass, East		Longfordpass.
Beakstown - - -			Longfordpass, North		
Cabragh - - -			Longfordpass, South		
Cloghane - - -			Manselstown - -		
Cloughmartin - - -					
Cormackstown - -			Baronstown - - -		
Farneybridge - - -		Holycross.	Carrickloughmore		
Fertiana - - -			Clogharaillybeg -		
Galbertstown, Lower			Clogharaillymore -		
Galbertstown, Upper			Cloone - - -		Loughmore.
Glenreaghbeg - - -			Coogulla - - -		
Glenreaghmore - -			Curraghmore - -		
Grange - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
THURLES—continued.	All the Town- lands in this Union are in the County of Tipperary.	Loughmore.	THURLES—continued.	All the Town- lands in this Union are in the County of Tipperary.	Rahelty.
Derry - - -			Lisduff - - -		
Gorteendangan - - -			Loughbeg - - -		
Gorteenmagher - - -			Loughlahan - - -		
Gortnahaha - - -			Piercetown - - -		
Gortreagh - - -			Rahelty - - -		
Graiguefruhane - - -			Ratheriddoge - - -		
Kilbrickane - - -			Rathmanna - - -		
Kilcoke - - -			Rathmanna - - -		
Kilcurkee - - -			Rossestown - - -		
Killanigan - - -			Adamstown - - -		
Kilnaseer - - -			Aughall Beg - - -		
Laghile - - -			Aughall, Middle - - -		
Mardyke - - -			Aughall More - - -		
Penane - - -			Ballycahill - - -		
Rocker - - -			Ballyheen - - -		
Skeagh - - -			Barnalascaw - - -		
Tinvoher - - -			Bellville - - -		
Whitefield - - -			Borrisbeg - - -		
Ballynera - - -			Butlerslodge - - -		
Coolnamoney - - -			Cobbs - - -		
Drumbane - - -			Culleenagh - - -		
Glebe - - -			Eastwood - - -		
Drumdiha - - -			Farranaderry - - -		
Foilagoule - - -			Forest - - -		
Gortahoola - - -			Greenwood - - -		
Gorteenaphoria - - -			Ivyhall - - -		
Knockacarhanduff Com- mons - - -		Moyaliff.	Jockeyhall - - -		Templemore.
Moyaliff - - -			Kilclareen - - -		
Pennefather's Woods - - -			Kiltillane - - -		
Rosnacananee - - -			Kiltilliha - - -		
Shanballyduff - - -			Knockanroe - - -		
Tooreencullinagh - - -			Kylebeg - - -		
Ashbill - - -			Lisnaviddoge, North - - -		
Ballyhudda - - -			Lisnaviddoge, South - - -		
Butlersfarm - - -			Manna, North - - -		
Coolkip - - -			Manna, South - - -		
Drumgower - - -			Oldtown - - -		
Forgestown - - -			Priory Demesne - - -		
Graigue - - -			Rosnamanniff, Lower - - -		
Kilmelan - - -			Rosnamanniff, Upper - - -		
Kilnoe - - -			Sandymount - - -		
Knocknanuss - - -		Moycarky.	Templemore Demesne - - -		
Knockroe - - -			Woodville - - -		
Knockstowry - - -			Ballinlass - - -		
Moycarky - - -			Ballinroe - - -		
Pouldine - - -			Ballylahy - - -		
Shanbally - - -			Ballyphillips - - -		
Smithsfarm - - -			Ballyknockane - - -		
Boolaree - - -			Castleiny - - -		
Barnalisheen - - -			Clonbuogh - - -		
Ballyerk - - -			Clonbuogh - - -		
Cooleeny - - -			Cranagh - - -		
Derryville - - -			Derrylaughta - - -		
Killoran - - -			Kylemore - - -		
Lisdenowley - - -		Moynes.	Lahagh - - -		
Lisheen - - -			Lisdalleen and Drummin - - -		
Moynard - - -			Lissanure - - -		
Moynctemple - - -			Lissanure - - -		
Shanballyduff - - -			Lougorchard - - -		
Athlummon - - -			Strogue - - -		
Athnidbeg - - -			Togher - - -		
Athnidmore - - -			Tulowmacjames - - -		
Ballygammane - - -			Ardbaun - - -		
Coldfields - - -			Archerstown - - -		
Coolaculla - - -			Ballycarrane - - -		
Garranroe - - -		Rahelty.	Ballyvoneen - - -		
Garraun - - -			Bawnanattin - - -		
Kilclonagh - - -			Bawnatmeena - - -		Thurles.
Knockanacunna - - -			Bohernamona - - -		
			Bowling Green - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>THURLES—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.		<i>THURLES—continued.</i>	All the Town- lands in this Union are in the County of Tipperary.	
Brittas - - -			Gortnacranmore - -		
Brittasroad - - -			Gortnada - - -		
Cascestown - - -			Graniera - - -		
Carrigeen - - -			Knockatoora Commons		Upperchurch.
Clongower - - -			Knockdunnee - - -		
Coolkenedy - - -			Knocknamena Commons		
Commons - - -			Mogland - - -		
Corbally - - -			Roan - - -		
Drish - - -			Rusheenbeg - - -		
Farranreigh - - -			Rusheenmore - - -		
Furze - - -			Seskin - - -		
Garryvicleheen - - -			Shevry - - -		
Glebe - - -					
Glengarriff - - -					
Gortataggart - - -					
Gortnaglogh - - -					
Grange - - -					
Killinane - - -					
Knockakilly - - -					
Knockauns - - -					
Knockcurra - - -					
Knockeen - - -					
Knockroe - - -					
Kyle - - -		Thurles.			
Laghtagalla - - -					
Lewaghbeg - - -					
Lewaghmore - - -					
Liscahill - - -					
Lisnagonoge - - -					
Lognafulla - - -					
Monacocka - - -					
Monakeeba - - -					
Monanearla - - -					
Monatierna - - -					
Mullaunbrack - - -					
Mullauns - - -					
Newbrook - - -					
Racecourse - - -					
Rathcooney - - -					
Sheskin - - -					
Stradavoher - - -					
The Heath - - -					
Poor - - -					
Tooreen - - -					
Townagha - - -					
Turtulla - - -					
Turtulla - - -					
Thurles Townparks					
Wrensborough - - -					
Blackcastle - - -					
Borris - - -					
Clooncleagh - - -					
Leigh - - -					
Newhill - - -					
Noard - - -					
Ballynahow - - -					
Cappanavilla - - -					
Cappanaleigh - - -					
Carew - - -					
Castlehill - - -					
Cooga - - -					
Coumbeag - - -					
Curraghduff - - -					
Curraghnamoe - - -					
Curraghnatinnny - - -					
Dooree Commons - - -					
Larranakilka - - -					
Glengbeg - - -					
Glentunshinagh - - -					
Glentinnaveigh - - -					
Gortatooda - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TIPPERARY—continued.			TIPPERARY—continued.		
Pollagh - - -	Tipperary	Bansha.	Illaunmeen - - -	Tipperary	Cullen.
Raheen - - -			Kilcornan - - -		
Rathdermot - - -			Longstone - - -		
Scart - - -			Longstone - - -		
Templenahurley - - -			Milltown - - -		
			Monearmore - - -		
Ardavullane - - -	- ditto -	Bruis.	Rathduff - - -	- ditto -	Curraheen.
Ardloman - - -			Aughvallydeag - - -		
Ballynahow - - -			Blackstairs - - -		
Ballynamrossagh - - -			Boolaunnane - - -		
Bruis - - -			Clonmurrageha - - -		
Farranaccliff - - -			Cummerbeg - - -		
Killea - - -			Cummermore - - -		
Knockordan - - -			Curraheen - - -		
Rathkea - - -			Gortmahonoge - - -		
Shrough - - -			Inchivara - - -		
Toor - - -			Knockduff - - -		
			Losset - - -		
Ardnagassane - - -	- ditto -	Cappagh.	Losset - - -	- ditto -	Donohill.
Ballyhane, East - - -			Piperhill - - -		
Ballyhane, West - - -			Reafadda - - -		
Brownbog - - -			Reagoulane - - -		
Cabernahallia - - -			Tooreen - - -		
Cappagh - - -			Ballybrack - - -		
Cappagh - - -			Ballysheeda - - -		
Druminda - - -			Ballysheeda - - -		
Foilaclug - - -			Bonarea - - -		
Gortaderry - - -			Clashnacrolly - - -		
Inchmaquillib - - -			Drumnanacunna - - -		
Kilbeg - - -			Foilmacduff - - -		
Kilmore - - -			Glassdrum - - -		
Knockanavar - - -			Glebe - - -		
Knockane - - -			Glencarbry - - -		
Moanraun - - -			Glenpaudeen - - -		
Moher, East - - -			Gorteenduvane - - -		
Moher, West - - -			Greenfield - - -		
Oldcastle - - -			Knockantibrien - - -		
Parkroe - - -	Knockgorman - - -				
Shanacloon - - -	Lackenacoombe - - -				
Toem - - -	Lackenacreena - - -				
			Leenane, West - - -		
Ballycrana - - -	- ditto -	Clonbeg.	Moheragh - - -	- ditto -	Drumwood.
Ballycrehane - - -			Newtown - - -		
Ballynacourty - - -			Newtown, North - - -		
Corderry - - -			Newtown, South - - -		
Drumelagh - - -			Rahyvira - - -		
Glencoshabinnia - - -			Russacrow - - -		
Gortavoher, East - - -			Russacrow - - -		
Gortavoher, West - - -			Scarrough - - -		
Gortaclivore - - -			Shanaknock - - -		
Gortnafurra - - -			Shanaknock - - -		
Lisvarrinane - - -			Tinnahinchy - - -		
Longford - - -					
Lyre - - -			Ayle - - -		
Mackanagh, Lower - - -			Ayle - - -		
Mackanagh, Upper - - -			Ballykeevin - - -		
Moanour - - -			Ballykeevin - - -		
Money nabola - - -			Chadville - - -		
Moorabbey - - -			Clonbrick - - -		
Newtown - - -			Clonganhue - - -		
Rossbog - - -			Crossayle - - -		
Stonepark - - -			Drumwood - - -		
Tooreen - - -			Knockphelagh - - -		
	Moanmore - - -				
Ballinulty - - -	Phillipstown - - -				
Ballybrunoge - - -	Reaskavalla - - -				
Boherduff - - -	Seskin - - -				
Cloonmanagh - - -					
Cullen - - -					
Forty acres - - -					
Garryheakin - - -					
Gortakilleen - - -					
Gortnabarnan - - -					
			Ardshill - - -		
			Ballyholahan, East - - -	- ditto -	Emly.
			Ballyholahan, West - - -		
			Ballynagrana - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TIPPERARY—continued.			TIPPERARY—continued.		
Bartoose - - -	Tipperary	Emly.	Dranganbeg - - -	Tipperary	Killadriffe.
Breansha - - -			Dranganmore - - -		
Clashdrum (Smith) - - -			Glebe - - -		
Clashelesha - - -			Kilmoyler - - -		
Coolboy - - -			Kilnacask, Lower - - -		
Drumcomoge - - -			Lisheen - - -		
Emly - - -			Tankerstown - - -		
Farran - - -			Toureen - - -		
Farranasa - - -			Alleen (Hogan) - - -		
Gorteen - - -			Alleen (Ryan) - - -		
Gortvunatrimie - - -	- ditto -	Glengar.	Alleen (Hogan) - - -	- ditto -	Killmucklin.
Lissobihane - - -			Alleen (Ryan) - - -		
Moanmore - - -			Ballinvasa - - -		
Pickeres - - -			Ballybeg - - -		
Pulla - - -			Ballydonagh - - -		
Sahagha - - -			Ballyneill - - -		
Seirghrove - - -			Ballybrickane - - -		
Ummanealine - - -			Ballyrobin - - -		
Urraghmarky - - -			Ballysimon - - -		
Wileclary - - -			Cappaghbrattin - - -		
Woldaragh - - -	- ditto -	Golden.	Churchfield - - -	- ditto -	Lattin.
Wilmahonmore - - -			Cloommalonga - - -		
Warracummer - - -			Cloommorewalk - - -		
Wlengar - - -			Coolnagun - - -		
Wnockshanbrittas - - -			Coolnagun - - -		
Wough - - -			Coolnagun - - -		
Wloanvaun - - -			Donohill Land - - -		
Wllinaclogh - - -			Doonoor - - -		
Wllinlina - - -			Doonoor - - -		
Wllinlough - - -			Emlagh - - -		
Wllygriffin - - -	- ditto -	Kilfeakle.	Farranaclara - - -	- ditto -	Lattin.
Wurstookeen - - -			Friarsfield - - -		
Wastlepark - - -			Garryshane - - -		
Wloghleigh - - -			Glebe - - -		
Womerford's Lot - - -			Gorteen - - -		
Wangandargan - - -			Gorteen, North - - -		
Woldenhills - - -			Gorteen, South - - -		
Woop's Lot - - -			Gorteenaphooka - - -		
Wnockatoor - - -			Gortnacoolagh - - -		
Wnockroe - - -			Gortnahahaboy - - -		
Wntlehill, Great - - -	- ditto -	Killadriffe.	Grange - - -	- ditto -	Lattin.
Wntlehill, Little - - -			Greenane - - -		
Woaanteen - - -			Leenane, East - - -		
Wersse's Lot - - -			Lisheen - - -		
Wergeant's Lot - - -			Lisheenaleen - - -		
Wital Land - - -			Lisheendarby - - -		
Wringmount - - -			Lisheenfrankagh - - -		
Wllyglasheen - - -			Lismurphy - - -		
Wllyhusty - - -			Moandoherdagh - - -		
Wmea - - -			Moatabulcane - - -		
Woghill - - -	- ditto -	Killadriffe.	Moatquarter - - -	- ditto -	Lattin.
Wseerpark - - -			Pallas - - -		
Wromline - - -			Ranacrohy - - -		
Wromclieve - - -			Ranacrohy - - -		
Wchagreana - - -			Reddanskalk - - -		
Wlfeakle - - -			Shanballymore - - -		
Wlfeakle Churchquarter - - -			Shandangan - - -		
Wlshane - - -			Stokaun - - -		
Wnockacurra - - -			Templenoe - - -		
Wnockballynoe, East - - -			Ballyconry - - -		
Wnockballynoe, West - - -	- ditto -	Killadriffe.	Ballynadrukilly - - -	- ditto -	Lattin.
Wnockfobole - - -			Ballynagleragh - - -		
Wcoatquarter - - -			Ballywire - - -		
Wcountwilliam - - -			Clerkstown - - -		
Wringhouse - - -			Kilross - - -		
Wllydrehid - - -			Kilross - - -		
Wllygorteen - - -			Kilpatrick - - -		
Wllymorris - - -			Knockballymalooagh - - -		
Wappauniac - - -			Lattin, East - - -		
Wappauniac - - -			Lattin, North - - -		
			Lattin, West - - -		
			Lisduff - - -		
			Mooresfort - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TIPPERARY—continued.			TIPPERARY—continued.		
Ballinaclogh - - -	Tipperary	Rathlynin.	Bawnbrack - - -	Tipperary	Thomastown
Ballinard - - -			Lisgibbon - - -		
Cahervillahowe - - -			Rathcloheen - - -		
Cahervillahowe - - -			Rathduff - - -		
Clonlusk - - -			Rathduff - - -		
Clonmaine - - -			Rathgallen - - -		
Curraghpoor - - -			Ross - - -		
Donaskeagh - - -			Suirville - - -		
Drishane - - -			Thomastown Demesne - - -		
Farranaraheen - - -			Thomastown Demesne, North. - - -		
Grantstown - - -			Thomastown Demesne, South - - -		
Lacken - - -					
Laffina - - -					
Mogh - - -					
Ballinvreena - - -	ditto	Rodus.	Ballinleinty - - -	ditto	Tipperary.
Ballycurrane - - -			Ballinvee - - -		
Ballyhone - - -			Ballyglass, Lower - - -		
Ballynaveen - - -			Ballyglass, Lower - - -		
Ballyvistea - - -			Ballyglass, Upper - - -		
Chancellor's Land - - -			Ballyglass, Upper - - -		
Chanter's Land - - -			Ballynilard - - -		
Cloghaready - - -			Barronstown (Ormond) - - -		
Duncummin - - -			Barronstown (Ormond) - - -		
Gortatemple - - -			Bohercron - - -		
Killeennagallive - - -			Breanshabeg - - -		
Knockalegan - - -			Breanshamore - - -		
Rodus - - -			Brodeen - - -		
Ballinard - - -			Carron - - -		
Ballinglanna - - -	Carron - - -				
Ballycohy - - -	Carrowclogh - - -				
Ballynacree - - -	Carrowreddy - - -				
Ballyrobin - - -	Clashalaher - - -				
Deerpark - - -	Clashavickteery - - -				
Glenbane - - -	Clonpet - - -				
Shronell - - -	Collegeland - - -				
Shronell - - -	Coolnaherin - - -				
Shronellbeg - - -	Coolnaherin - - -				
Shronellmore - - -	Cordangan - - -				
Boheravendrum - - -	Corrogebeg - - -	ditto	Tipperary.		
Gortanerrig - - -	Corrogemore - - -				
Kyle - - -	Fawnagowan - - -				
Kyleagarry - - -	Garranacanty - - -				
Lisheenkyle - - -	Garryduff - - -				
Newtown - - -	Garryskillane - - -				
Pegsborough - - -	Gortaknockeare - - -				
Raheen, Lower - - -	Gortavalla - - -				
Raheen, Upper - - -	Gortagowlane - - -				
Rathneaveen (Ormond) - - -	Greenrath - - -				
Rathneaveen (Ryan) - - -	Knockanrawley - - -				
Solloghodbeg - - -	Lackantedane - - -				
Ardane - - -	Lacken - - -				
Ashgrove - - -	Longford - - -				
Ballydavid - - -	Moanreagh - - -				
Ballyviggane - - -	Moanreagh - - -				
Booleen - - -	Murgasty - - -				
Clashoquirk - - -	Puddingfield - - -				
Clobernagh - - -	Rathanny - - -				
Coolgort - - -	Rathsasseragh - - -				
Coologe - - -	Roesborough - - -				
Curraghavokey - - -	Sadleirswells - - -				
Dromomarka - - -	Scallaheen - - -				
Dromomarka College - - -	Spittalland - - -				
Lisnagaul - - -	Springfield - - -				
Montanavoe - - -	Tipperary Hill - - -				
Rossadrehid - - -	Townlot - - -				
Shinganagh - - -					
Ardobireen - - -	ditto	Thomastown.	Bilboa - - -	Limerick	Bilboa.
Athassell Abbey, North - - -			Cloonteen - - -		
Athassell Abbey, South - - -			Crehaun - - -		
Ballymacady - - -			Curraghafoil - - -		
			Curraghakunikeen - - -		
			Curraghlahan - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TIPPERARY—continued.			TIPPERARY—continued.		
Boileycleara - - -	Limerick	Bilboa.	Race - - -	Limerick	Grean.
Dannavane - - -			Racebeg - - -		
Kylegarve - - -			Scart - - -		
Lackabeg - - -			Sunglen - - -		
Lackamore - - -			Sunville - - -		
Lackanagoneeny - - -			Tullabeg - - -		
Leenavanna, East - - -					
Leenavanna, West - - -					
Lhanacloon - - -					
Ballycoshoron - - -	- ditto -	Doon, South.	Ballybeg - - -	- ditto -	Oola.
Castlegard - - -			Ballyfirreen, North - - -		
Clougher - - -			Ballyfirreen, South - - -		
Coonlusk - - -			Ballylahiff - - -		
Cooga, Lower - - -			Ballyvalod - - -		
Cooga, Upper - - -			Ballyvalod - - -		
Dark Island - - -			Boherdotia - - -		
Doon, North - - -			Brackloon - - -		
Doon, South - - -			Carrigbeg - - -		
Doonavalla, East - - -			Carrigmore - - -		
Doonavalla, North - - -	- ditto -	Doon, South.	Castlecluggin - - -	- ditto -	Templebredon.
Doonavalla, South - - -			Castle Lloyd - - -		
Doonmanna - - -			Clashanea - - -		
Doonagard - - -			Cloghadalton - - -		
Doonmoylan, Lower - - -			Cluggin - - -		
Doonmoylan, Upper - - -			Coolbaun - - -		
Doonknacarriga - - -			Coolnamona - - -		
Doonagha - - -			Cross - - -		
Doonowen - - -			Garravin - - -		
Doonagh - - -			Garryduff - - -		
Doonmaline, Lower - - -	- ditto -	Grean.	Garryfrask - - -	- ditto -	Templebredon.
Doonmaline, Upper - - -			Glebe - - -		
			Gortnakistin - - -		
			Gortyvahane - - -		
			Gortakilleen - - -		
			Keeloges - - -		
			Kilmacogue - - -		
			Kylenagoneeny - - -		
			Lisnacullia - - -		
			Lisnacullia - - -		
	- ditto -	Grean.	Longford - - -	- ditto -	Templebredon.
			Longford, East - - -		
			Longford, West - - -		
			Milltown - - -		
			Moanahila - - -		
			Moanduff - - -		
			Moanroe - - -		
			Moanaviddoge - - -		
			Moanoola - - -		
			Oola Hills, East - - -		
	- ditto -	Grean.	Oola Hills, West - - -	- ditto -	Templebredon.
			Portane - - -		
			Portane - - -		
			Reask - - -		
			Shanaclogh, East - - -		
			Shanaclogh, West - - -		
			Shandangan - - -		
			Arrybrea - - -		
			Ballynagreanagh - - -		
	- ditto -	Grean.	Ballyneety - - -	- ditto -	Templebredon.
			Ballyneety, South - - -		
			Ballyneety, North - - -		
			Boarheeny - - -		
			Bohernagraga - - -		
			Bohernagraga - - -		
			Cloghaready, North - - -		
			Cloghaready, South - - -		
			Cloghilawarreela - - -		
			Clynabroga - - -		
	- ditto -	Grean.	Coolnadow - - -	- ditto -	Templebredon.
			Derk - - -		
			Farranafinna - - -		
			Garrydoolis - - -		
			Garryheakin - - -		
			Gortaclareen - - -		
	- ditto -	Grean.		- ditto -	Templebredon.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TIPPERARY--continued.			TOBERCURRY--continued.		
Gortnaboola - - -	Limerick	Templebredon.	Eskragh - - -	All the Town- lands in this Union are in the County of Sligo.	Banada.
Gortnaboola - - -			Gortermone - - -		
Knockaundoolis - - -			Knockahoney - - -		
Knockderk - - -			Toorlestraun - - -		
Knockeravella - - -			Tullanaglug - - -		
Knockrooe - - -			Tullymoy - - -		
Maelra - - -					
Newtown - - -			Carrowmurry - - -		Branchfield.
Newtown, North - - -			Carrownacreevy - - -		
Newtown, South - - -			Carrowneden - - -		
Plaukarauka - - -			Cashel, North - - -		
Prospect - - -					Breencorragh.
Rahard - - -			Castlerock, or Castlecar- ragh - - -		
Templebredon - - -			Cloonca - - -		
Tonaree - - -			Drummartin - - -		
Treanmanagh - - -			Gortersluin - - -		
Trehmana - - -	Largan - - -				
	Meenagleragh - - -				
	Meenaglogh - - -				
	Meenamaddo - - -				
	Ounagh - - -				
	Tawnaneilleen - - -				
	Tullaghaglass - - -				
TOBERCURRY:				All the Town- lands in this Union are in the County of Sligo.	Carrownas- keagh.
Ballincurry - - -	All the Town- lands in this Union are in the County of Sligo.	Achonry, East.	Ballinvally - - -		
Carrowwilkin - - -			Cabragh - - -		
Cashel, South - - -			Cappagh - - -		
Curry - - -			Carha - - -		
Drumbaun - - -			Carrownabaunty - - -		
Moylough - - -			Carrownaskeagh - - -		
			Knockadoo - - -		
					Cartron.
Bellahy - - -		Achonry, West.	Belra - - -		
Bunmacranagh - - -			Carrowclooneen - - -		
Cloonlaughil - - -			Carrowmore - - -		
Coolrawer - - -			Carrownagleragh - - -		
Cully - - -			Carrownateewaun - - -		
Curraghbonaun - - -			Carrownloughan - - -		
Montiagh - - -			Claragh, Irish - - -		
Rathmagurra - - -			Claragh, Scotch - - -		
Sandyhill - - -			Deenodes - - -		
			Gortnadrass - - -		
	Killoran, North - - -				
	Killoran, South - - -				
	Knockatotaun - - -				
	Knocknashee Common - - -				
	Lissalough - - -				
	Rathmactiernan - - -				
		Cloonacool.			
	Ballyglass - - -				
	Carrownaleck - - -				
	Cloonacool - - -				
	Derreens - - -				
	Kilcummin - - -				
	Leitrim, North - - -				
	Aughris - - -				
	Ballinvally, East - - -				
	Ballinvally, West - - -				
	Ballinvally, or Roadstown - - -				
	Ballynaglogh - - -				
	Ballynaraw, North - - -				
	Ballynaraw, South - - -				
	Brackcloonagh - - -				
	Carrolloughlin - - -				
	Cloonagahaun - - -				
	Cloonahinshin - - -				
	Cloonameehan, North - - -				
	Cloonameehan, South - - -				
	Cloondorrugha - - -				
	Decchomad - - -				
		Cloonoghil.			

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TOBERCURREY—continued.	All the Town- lands in this Union are in the County of Sligo.		TOBERCURREY—continued.	All the Town- lands in this Union are in the County of Sligo.	
Drinaun - - -			Carrowkeel - - -		
Drumfarnoght - - -			Carrowreagh - - -		
Flowerhill - - -			Cartron (Percival) - - -		
Killandy - - -			Cartron (Phibbs) - - -		
Knocknakillew, or Wood- hill - - -		Cloaghoghill.	Cartron (Roe) - - -		
Lecarrow - - -			Churchhill - - -		
Meelickpark - - -			Cloonacleigha - - -		
Rinnarogue - - -			Clooncose - - -		
Shancarrigeen, or Oldrock			Cloonkeevy - - -		
Carrowgavneen - - -			Drinaunbog - - -		
Carrownacarrick - - -			Drumraine - - -		
Carrownacleigha - - -			Emlaghmaghtan - - -		
Carrowneam - - -			Farranmaurice - - -		
Coolaney - - -			Island - - -		
Creavaun - - -			Kilbrattan - - -		
Gortakeeran - - -			Knockalough - - -		
Halfquarter, or Curragh- iron - - -		Coolaney.	Lecarrow - - -		
Rathbarran - - -			Lislea - - -		
Rathmore - - -			Lisnagore - - -		
Rathosey - - -			Moyrush - - -		
Seevness - - -			Portinch - - -		
Shancough - - -					
Mullaun - - -			Ballinvalley - - -		
Sessuecommon - - -			Carnyara - - -		
Sessuegarry - - -			Carrowcarragh - - -		
Sessuegilroy - - -			Carrowclare - - -		
Tullycusheenbeg - - -			Carrowneworan - - -		
Tullyvella - - -			Carrowreilly - - -		
Carrownlabaun - - -			Carrowntawa - - -		
Carrowreagh - - -			Cloonaraher - - -		
Cloonbarry - - -			Clooncunny - - -		
Cloondivreen - - -			Cunghill - - -		
Glennawoo - - -			Lavagh - - -		
Killure - - -			Lissaneagh - - -		
Kilmacteige - - -			Muckelty - - -		
Kincuillew - - -			Rinbaun - - -		
Knocknasliggaun - - -			Streamstown - - -		
Ballyfahy - - -			Tawnavoultry - - -		
Bellanalack - - -			Tullyhugh - - -		
Doobeg - - -					
Everlaun - - -			Ballymurray - - -		
Kilturra - - -			Ballynacarrow, North - - -		
Knockalass - - -			Ballynacarrow, South - - -		
Knockgrania - - -			Carrowntawy - - -		
Knocknageeha - - -			Fetherneen - - -		
Knockraver - - -			Falnasooogaun, or Rape- field - - -		
Ogham - - -			Glebe - - -		
Quarryfield - - -			Kilvarnet, North - - -		
Rathbaun, North - - -			Kilvarnet, South - - -		
Rathbaun, South - - -			Rathbaun - - -		
Spartown (Duke) - - -			Templehouse Demesne - - -		
Achonry - - -					
Carrowkeel - - -			Ballyara (Knox) - - -		
Castleoye - - -			Ballyara, or Falduff - - -		
Chaffpoole - - -			Carraun - - -		
Leitrim, South - - -			Carrowntober - - -		
Magheranore - - -			Carrowreagh (Cooper) - - -		
Mullanabreena - - -			Carrowreagh (Knox) - - -		
Tobercardan - - -			Cloonarara - - -		
Toberilly - - -			Corsallagh - - -		
Cloonbarniff - - -			Doomore - - -		
Cloondrihara - - -			Mullagbanarry - - -		
Loughil - - -			Oghanbaun - - -		
			Powellsborough - - -		
			Pullagh - - -		
			Rathscanlan - - -		
			Rue - - -		
			Tobercurrey - - -		
			Tullycusheenmore - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRALEE:	All the Town- lands in this Union are in the County of Kerry.		TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.	
Aulanebane - - -			Ballinvariscal - - -		
Aulaneduff - - -			Ballyegan - - -		
Ballysheen - - -			Cloontarriv - - -		
Boherroe - - -			Coolgarri - - -		
Cloonametagh - - -			Crag - - -		
Dromcunnig - - -			Fiddane - - -		
Farran - - -			Garraunbeg - - -		
Fortwilliam - - -			Garraunmore - - -	- - -	Ballyegan.
Knockaunmore - - -			Kilsallagh - - -		
Knockbrack, West - - -	- - -	Abbeydorney.	Maglass - - -		
Knocknacaska - - -			Maglass, East - - -		
Knocknagun - - -			Mweennalaa - - -		
Lackabeg - - -			Nohaval, North - - -		
Lackamore - - -			Nohaval, South - - -		
Lissireen - - -			Scart - - -		
Milltown - - -					
Montanagay - - -			Ballinclemesig - - -		
Parkmore - - -			Ballingarry Island - - -		
Parkmore - - -			Ballyheige - - -		
Rea - - -			Ballyronan - - -		
Tooreen - - -			Booleenshare - - -		
Ahane - - -			Buncurrig - - -		
Arabela - - -			Caherulla - - -		
Ash Hill - - -			Castleshannon - - -	- - -	Ballyheige.
Ballyaukeen - - -			Cloghanebane - - -		
Ballybeg - - -			Cloghaneleesh - - -		
Ballybrannagh - - -			Dirtane - - -		
Ballydwyer, East - - -			Doonamontane - - -		
Ballydwyer, Middle - - -			Dromgower - - -		
Ballydwyer, West - - -			Glenlea - - -		
Ballyfinoge - - -			Heirhill - - -		
Ballymacelligott - - -			Knockane - - -		
Ballynahinch - - -			Tiershanaghan - - -		
Barrakilla - - -					
Bealagrellagh - - -			Ballyea - - -		
Caherbreagh - - -			Ballygarran - - -		
Cahermore - - -			Ballymakegoge - - -		
Clashatlea - - -			Barrow - - -		
Clogherclemin - - -			Fenit, Within - - -		
Cloghermore - - -	- - -	Arabela.	Fenit, Without - - -		
Coolnadead - - -			Glebe - - -		
Curraghmaedonagh - - -			Kilfenora - - -	- - -	Ballynahaglist
Curraghmaedonagh - - -			Knocknanarney - - -		
Doonimlaghbeg - - -			Lissodeige - - -		
Flemby - - -			Listrim - - -		
Gortshanvally - - -			Samphire Island - - -		
Gortagullane - - -			Samphire Island, Little - - -		
Gortatlea - - -			Tawlaght - - -		
Kilkerri - - -			Tawlaght - - -		
Kilquane - - -			Three Islands - - -		
Knockavinnane - - -					
Kylebeg - - -			Ballinvohar - - -		
Loughnacappagh - - -			Ballyhemikin - - -		
Martara - - -			Ballykealy - - -		
Mountnicholas - - -			Ballymacandrew, North - - -		
Shanavally - - -			Ballymacandrew, South - - -		
Tonreagh, Lower - - -			Ballynorig, East - - -		
Tonreagh, Upper - - -			Ballynorig, West - - -		
Tullygarran - - -			Bawnmore - - -		
			Clooncreestane - - -	- - -	Ballynorig.
Ardfert - - -			Garrynaneaskagh - - -		
Ardfertoughter - - -			Kilcooly, North - - -		
Brandonwell - - -			Kilcooly, South - - -		
Cloonglebe - - -			Kilmoyly, North - - -		
Commons, East - - -			Kilmoyly, South - - -		
Commons, North - - -			Knockbrack - - -		
Creegooane - - -	- - -	Ardfert.	Ploresk - - -		
Farranwilliam - - -			Toanreagh - - -		
Gortaspiddale - - -			Togherbane - - -		
Killorane - - -					
Larha - - -			Ballindooganig - - -		
Ratherihane - - -			Ballingovan - - -	- - -	Ballyseedy.
Sackville - - -			Ballycarty - - -		
Skrillagh - - -			Ballymacthomas - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.		TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.	
Ballyseedy - - -		Ballyseedy.	Camp - - -		
Baherleheen - - -			Camp, East - - -		
Baherleheen - - -			Castleview - - -		
Baherweesheen - - -			Chapelquarter - - -		
Camp - - -			Clashganniv - - -		
Clashedmond - - -			Cliddaun - - -		
Curraghleha, East - - -			Cloonacurrig - - -		
Curraghleha, West - - -			Coolavanny - - -		
Cromavally - - -			Crag - - -		
Fortbrack, East - - -			Dooneen - - -		
Fortbrack, West - - -			Farran - - -		
Gissardboola - - -			Farranabrack - - -		
Koulawaddra - - -			Glanshearoon - - -		
Kahanagh - - -			Kealgorm - - -		
			Kilbannivane - - -		Castleisland.
Kallinprior - - -			Kilcow - - -		
Kallymacquin, Lower - - -			Killally - - -		
Kallymacquin, Upper - - -			Killegane - - -		
Kanna, East - - -			Knockananlig - - -		
Kanna Mountain - - -			Knockannagore - - -		
Kanna, South - - -			Knockaunatee - - -		
Kanna, West - - -			Knockeen - - -		
Karrahan, Lower - - -		Banna.	Lisheenbaun - - -		
Karrahan, Upper - - -			Meanus - - -		
Kollegefield - - -			Moanmore - - -		
Kommons - - -			Parknamulloge - - -		
Kinneens - - -			Tobermaing - - -		
Kill - - -			Tonbwee - - -		
Killeacle - - -			Tullig - - -		
Knockeanagh - - -			Ballyenaghty - - -		
Knockroe - - -			Ballynasare - - -		
Kahoneen - - -			Ballyroe - - -		
			Bawnboy - - -		
Kurraheen - - -		Baurtregaum.	Clashaphuca - - -		
Kerry more, East - - -			Clogherbrien - - -		
Kerry more, West - - -			Cloghmackirkeen - - -		
Eleven Islands - - -			Commons, West - - -		
			Gortnamuckaly - - -		
Kannagh - - -			Graigie Glebe - - -		
Kannagh Island - - -		Blennerville.	Kerries, East - - -		
Kurragraigue - - -			Kerries, West - - -		Clogherbrien.
Konavane - - -			Knockaclogher - - -		
One Island - - -			Knockaclogher - - -		
			Knockanush, East - - -		
Kardcanaght - - -			Knockanush, West - - -		
Koolteens, East - - -		Boolteens.	Knockavurra Glebe - - -		
Koolteens, West - - -			Knocknahaha - - -		
Castledrum - - -			Liscahane - - -		
Karna - - -			Listrim - - -		
			Parkboy - - -		
Krosna, East - - -			Pinure - - -		
Krosna, West - - -			Slievenavadoge - - -		
Karrigeen - - -					
Kerra - - -		Brosna.	Cordal, West - - -		
Kinchinapoagh - - -			Cordal, East - - -		Cordal.
Kilmaniheen, East - - -			Glanowen - - -		
Kilmaniheen, West - - -			Kilquane - - -		
Knockbrack - - -					
			Ballyplimoth - - -		
Bellahantouragh - - -			Craggaunoonia - - -		
Bangullia - - -			Crinny, East - - -		
Barker - - -		Carker.	Crinny, West - - -		Crinny.
Banlea - - -			Kileusnaun - - -		
Kilsarkan, East - - -			Knockartry - - -		
Kilsarkan, West - - -			Lackanoneen - - -		
Knockreagh - - -			Meenleirim, North - - -		
			Meenleirim, South - - -		
Anglore - - -			Adraval - - -		
Ballygree - - -			Derreen - - -		
Ballymacadam - - -		Castleisland.	Glanawaddra - - -		Derreen.
Bawnluskaba - - -			Knockdown - - -		
Baheragh - - -			Knockyeala - - -		
Bahereen, East - - -			Leaha - - -		
Bahereen, West - - -			Mullen - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.		TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.	
Curravogh, North -	-		Glandine -	-	
Curravogh, South -	-		Glanmore -	-	
Doon, North -	-		Glannagalt -	-	
Doon, South -	-		Kilteenbane -	-	
Garrane -	-	Doon.	Maumnahaltora -	-	Kilgobban.
Laharan -	-		Mountoven -	-	
Lissanearla, East -	-		Scrallaghbeg -	-	
Lissanearla, West -	-		Slieve, East -	-	
Listellick, North -	-		Slieve, West -	-	
Listellick, South -	-				
Ahaun -	-		Aghamore, North -	-	
Carrigeen Wood -	-		Aghamore, South -	-	
Glandaunluskaha -	-		Aghanacrinna -	-	
Gneeves -	-	Gneeves.	Ballydooneen -	-	
Knockafreaghau -	-		Ballyhenry -	-	
Knockawinna -	-		Ballymacaquim, East -	-	
Knockeenreen -	-		Ballymacaquim, West -	-	Killahan.
Knockognoe -	-		Baltovin -	-	
Knoppoge -	-		Baltovin -	-	
Meenyvoughau -	-		Caherneed -	-	
Tooreennablauha -	-		Kilbrickane -	-	
			Killahan -	-	
Ballylongane -	-		Parknageragh -	-	
Dreenagh -	-		Rathscannel -	-	
Dromatoor -	-		Slievebwee -	-	
Glandahalin, East -	-	Kerryhead.	Tonaknock -	-	
Glandahalin, West -	-				
Glenderry -	-		Ballahantouragh -	-	
Maulin -	-		Glanlarehan -	-	
Tiduff -	-		Kilberehert -	-	
			Kilmurry -	-	Kilmurry.
Cappagh -	-		Knockachur -	-	
Cloghaneleskirt -	-		Knocknadarri -	-	
Cloonnafinneela -	-		Lackbrooder -	-	
Fahavane -	-		Leamydood -	-	
Glanballyma -	-	Kildyn.	Lyre -	-	
Gortelohy -	-		Tooreenagowan -	-	
Knockbrack, East -	-				
Knocknahila -	-		Annagh -	-	
Stacksmountain -	-		Ardatedaun -	-	
			Ballycrispin -	-	
Ardabaun -	-		Ballygamboon, Lower -	-	
Caherfealane -	-		Ballygamboon, Upper -	-	
Caherfealane, Marsh -	-		Ballynamona, Lower -	-	
Cloonearagh -	-		Ballynamona, Upper -	-	
Corkaboy -	-		Ballyraymeen, Lower -	-	
Fybagh -	-		Ballyraymeen, Upper -	-	
Gortaleen -	-		Castlemaine -	-	
Gortaleen Mountain -	-		Cloghleagh -	-	Kiltallagh.
Gortaneden -	-		Cloonalassan -	-	
Gortnahulla -	-		Cunnavoolla -	-	
Keel -	-	Kilgarrylander.	Cuss -	-	
Laghtacallow -	-		Gransha, Lower -	-	
Lassaboy -	-		Gransha, Upper -	-	
Roscullen Island -	-		Killeagh -	-	
Ross -	-		Killeenafinnane -	-	
Shanabill -	-		Laharan -	-	
Shanabill, East -	-		Lisnauoul -	-	
Shanakeal -	-		Meanus -	-	
Tober -	-		Tonreagh -	-	
Seventeen Islands -	-				
			Ballinknockane -	-	
Beheenagh -	-		Ballygarret -	-	
Cappaclogh, East -	-		Camp -	-	
Cappaclogh, West -	-		Garrabies -	-	
Curracullenagh -	-		Killelton -	-	Knockglass.
Curraduff -	-	Kilgobban.	Knockglassbeg -	-	
Commons -	-		Knockglassmore -	-	
Cool -	-		Tonakilly -	-	
Doonorn, North -	-				
Doonore, South -	-		Ahane -	-	
Foiltrisnig -	-		Ahaneboy -	-	
			Ballyduff -	-	Knocknaga.
			Beheenagh -	-	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.	Knocknagashel.	TRALEE—continued.	All the Town- lands in this Union are in the County of Kerry.	
Feavautia - - -	}		Lissooleen - - -	}	O'Brennan.
Gortroe - - -			Maghanknockane - - -		
Knocknagashel, East - - -			Muingatlaunlus - - -		
Knocknagashel, West - - -			Muingavranrig - - -		
Meenbannivane - - -			Mweelinroe - - -		
Cooreenmore - - -			Parkearagh - - -		
Ballynabaol - - -			Potaley - - -		
Broughane - - -			Rathmore - - -		
Doolaig, North - - -			Shanaknock - - -		
Doolaig, South - - -			Tursillagh - - -		
Pahaduff - - -	}	Lackabaun.	Tylagh - - -	}	
Knockariddera - - -			Ballinorig, East - - -		
Lackabaun - - -			Ballinorig, South - - -		
Muingvautia - - -			Ballinorig, West - - -		
Mullaghmarky - - -			Ballintobeenig - - -		
Portduff - - -			Ballinvosherig, East - - -		
Cooreenard - - -			Ballinvosherig, West - - -		
Mullagubbeen - - -			Ballybeggan - - -		
Barna - - -			Ballynabrennagh, Lower - - -		
Ballynahulla - - -			Ballynabrennagh, Upper - - -		
Knockeennahone - - -	}	Millbrook.	Dromthacker - - -	}	Ratass.
Knocknaboul - - -			Knockawaddra, East - - -		
Knockrower, East - - -			Knockawaddra, Middle - - -		
Knockrower, West - - -			Knockawaddra, West - - -		
Forreengariv - - -			Leath, East - - -		
Ballinard - - -			Leath, West - - -		
Collegrean - - -			Lismore - - -		
Coom - - -			Lissatanvally - - -		
Knockatee - - -			Ballynahallia - - -		
Knockauncurragh - - -			Bawnaskehy - - -		
Lackabane - - -	}	Mount Eagle.	Breahig - - -	}	Scartaglin.
Reacaslagh - - -			Coolnageragh - - -		
Cooreennascarty - - -			Dromultan - - -		
Ballineedora - - -			Fieries - - -		
Cahercullenagh, Lower - - -			Gortacappul - - -		
Cahercullenagh, Upper - - -			Gortglass - - -		
Cloghavoola - - -			Scartaglin - - -		
Clogher - - -			Balloonagh - - -		
Glangeenty - - -			Ballyard - - -		
Kilbane - - -			Ballydunlea - - -		
Knockatarriv - - -	}	Nohaval.	Ballymullen - - -	}	
Knocknacurra - - -			Ballynahoulort - - -		
Magh, East - - -			Ballyvelley - - -		
Magh, West - - -			Buntalloon - - -		
Maglass, West - - -			Cahermoneen - - -		
Muingnaminnane - - -			Caherslee - - -		
Muingnatee - - -			Carrigeendaniel - - -		
Rathanny - - -			Clahane - - -		
Reanagowan - - -			Clash, East - - -		
Rockfield - - -			Clash, West - - -		
Cooreen - - -	}	O'Brennan.	Cloghers - - -	}	Tralee.
Cooreennastooka - - -			Cloonalour - - -		
Ballincollig - - -			Cloonalour - - -		
Ballinknock - - -			Cloonanorig - - -		
Ballymullen - - -			Cloonbeg - - -		
Beennageeha - - -			Cloonmore - - -		
Beheenagh - - -			Croogorts - - -		
Carrignafeela - - -			Farrenstephen - - -		
Carrignafeela - - -			Gallowsfields - - -		
Crag - - -			Killeen - - -		
Esk - - -	}	O'Brennan.	Killierisk - - -	}	
Gortnaleaha - - -			Knockanacuig - - -		
Gortnaleaha - - -			Lisloose - - -		
Keam - - -			Lohercannan - - -		
Kilduff - - -			Manor, East - - -		
Kilmore - - -			Manor, West - - -		
Knockariddane - - -			Monavally - - -		
Knocknagoum - - -			Mounthawk - - -		
			Muing, East - - -		
			Muing, West - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>TRALEE—continued.</i>	All the Town- lands in this Union are in the County of Kerry.	Tralee.	<i>TRIM—continued.</i>	All the Town- lands in this Union are in the County of Meath.	Cloghbrack.
Pluckeen - - -			Ballynadrinna - - -		
Rahoonane - - -			Baskinagh, Upper - - -		
Ratass - - -			Coolronan - - -		
Shanakill - - -			Corballis - - -		
Tralee - - -			Ratheormick - - -		
Ardconnell - - -			Rathkenna - - -		
Ardrahan - - -			Shanco - - -		
Ardrahan - - -			Woodtown - - -		
Ballybroman - - -			Woodtown, West - - -		
Ballylahiff - - -	- - -	Tubrid.	Ballardan, Great - - -	- - -	Clonmacduff.
Ballyrobert - - -			Ballardan, Little - - -		
Baltovin - - -			Friarspark - - -		
Clogher - - -			Iskaroon - - -		
Glankeagh - - -			Iskaroon, Little - - -		
Kilgulbin, East - - -			Meadstown - - -		
Kilgulbin, West. - - -			Raheenacrehy - - -		
Knockreagh - - -			Tullaghanstown - - -		
Lerrig, North - - -			Tullyard - - -		
Lerrig, South - - -			Yellow Walls - - -		
Rareagh - - -	- - -	Athboy.	Agher - - -	- - -	Gallow.
Rathkenny - - -			Agher - - -		
Tubridbeg - - -			Ardrums, Great - - -		
Tubridmore - - -			Ardrums, Little - - -		
<i>TRIM:</i>			Ballastran - - -		
Bunboggan - - -			Ballintoghee - - -		
Clonmore - - -			Culcor - - -		
Carleyland and Milland - - -			Drumlargan - - -		
Eighty-eight Acres - - -			Ferrans - - -		
Fordrath - - -			Gallow - - -		
Fostersfields - - -	- - -	Ballyconnell.	Garadice - - -	- - -	Galtrim.
Gillstown, Great - - -			Oldtown - - -		
Gillstown, Little - - -			Oldtown - - -		
Hospital Land - - -			Ardbrackan, or Wri- ghtown - - -		
Mitchelstown - - -			Ballynamona - - -		
Mullaghstown - - -			Blackcut - - -		
Newtown, or Ballyfallon - - -			Boycetown - - -		
Otterstown - - -			Branganstown - - -		
Stocks - - -			Creroge - - -		
Townparks - - -			Crumpstown, or Mar- shalstown - - -		
Vessingtown - - -	- - -	Castlerickard.	Finlaghtown, Great - - -	- - -	Grennanstown.
Ballymulmore - - -			Finlaghtown, Little - - -		
Batterstown - - -			Foxtown - - -		
Bellewstown - - -			Galtim - - -		
Brannockstown - - -			Grange - - -		
Clonee - - -			Martinstown - - -		
Dalystown - - -			Milltown - - -		
Derrinydaly - - -			Mitchelstown - - -		
Doolestown - - -			Monenstown - - -		
Fearmore - - -			Mountland, or Butler- house - - -		
Glebe - - -	- - -	Castlerickard.	Scurlockstown - - -	- - -	Grennanstown.
Kilmurry - - -			Windtown - - -		
Monkstown - - -			Walterstown - - -		
Newtownmoynagh - - -			Ballyboy - - -		
Ballinderry - - -			Balrath - - -		
Ballyclare - - -			Castletown - - -		
Ballymahon - - -			Causestown - - -		
Blackditch - - -			Chapel Land - - -		
Boolykeagh - - -			Fraine - - -		
Brackanrainy - - -			Grennanstown - - -		
Castlerickard - - -	- - -	Castlerickard.	Higginstown - - -	- - -	Grennanstown.
Derrinlig - - -			Kilkeelan - - -		
Derrinlig - - -			Knocknahattin - - -		
Freagh - - -			Knocksangan - - -		
Lionsden - - -			Martinstown - - -		
Longwood - - -			Pluckstown - - -		
Longwood - - -					
Middleborough - - -					
Money more - - -					
Moyfin - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRIM—continued.	All the Town- lands in this Union are in the County of Meath.		TRIM—continued.	All the Town- lands in this Union are in the County of Meath.	
Ballinderrin - - -			Derryconor - - -		
Ballinderry - - -			Donore - - -		
Ballyearn - - -			Donore - - -		
Ballynakill - - -			Drummond - - -		
Clonguiffen - - -			Glack - - -		
Connellstown - - -			Inan - - -		
Johnstown - - -		Innfield.	Kilmur - - -		
Jordanstown - - -			Killyon - - -		
Kilcomey - - -			Newtown, or Cloneen - - -		
Kilmurry - - -			Portan - - -		
Newcastle - - -					
Posseckstown - - -			Adamstown - - -		
Ratheore - - -			Ballenrig - - -		
			Dangan - - -		
Clonfane - - -			Freffans, Great - - -		
Kilbride - - -			Freffans, Little - - -		
Moymet - - -		Kilbride.	Ginnetts, Great - - -		
Stonestown - - -			Ginnetts, Little - - -		
Tullaghanoge - - -			Laracor - - -		Laracor.
			Readstown - - -		
Ardgreagh - - -			Stokestown - - -		
Ballina, or Bective - - -			Summerstown - - -		
Balreask - - -			Umberstown, Great - - -		
Balsoon - - -			Umberstown, Little - - -		
Ballynavaddog - - -					
Ballynavaddog - - -			Baconstown - - -		
Cooljohn - - -			Ballynaskea - - -		
Graystown, or Ennistown - - -		Kilcooley.	Clegarrow - - -		
Dunganny - - -			Rahinstown - - -		Rahinstown.
Ennistown - - -			Rathroane - - -		
Kilcooly - - -					
Knockstown - - -			Ardanew - - -		
Littlerath - - -			Ballin - - -		
Rathnalty - - -			Castletown - - -		
Trubley - - -			Cherryvalley - - -		
			Cloncowan - - -		
Ballaghtalion - - -			Clonmowley - - -		
Baskinagh, Lower - - -			Clonycurry - - -		
Cloncarneel - - -			Coolderry - - -		
Clonylogan - - -			Corballis - - -		
Kildalkey - - -			Cullentry - - -		
Lady Island - - -		Kildalkey.	Fordstown - - -		
Mount Town - - -			Formal - - -		
Moyrath - - -			Gilbertstown - - -		
Neillstown - - -			Glebe - - -		
Portanab - - -			Isaacstown - - -		
Pubblestown - - -			Johnstown - - -		
Woodtown (Abbott) - - -			Kilballyporter - - -		
			Killbeg - - -		
Ballivor - - -			Killmore - - -		
Carranstown, Great - - -			Moat - - -		
Carranstown, Little - - -			Moneymore - - -		
Clonycavan - - -			Rathflesk - - -		
Clonygrange - - -			Rathmolyon - - -		
Crossanstown - - -			Stranybeg - - -		
Glebe - - -			Stranymore - - -		
Kilbalivor - - -		Killaconnigan.	Tanderagee - - -		
Killaconnigan - - -			Tobertynan - - -		
Moyfeagher - - -			Tromman - - -		
Muchwood - - -					
Parkstown - - -			Ballyboy - - -		
Portlester - - -			Balruntagh - - -		
Robinstown - - -			Clonymore - - -		
			Derlangan - - -		
Ballina - - -			Drissoge - - -		
Batterstown - - -			Jamestown - - -		
Ballyadams - - -			Milltown - - -		
Ballynaburney - - -			Mooneystown - - -		
Bigisland - - -		Killyon.	Moyagher - - -		
Blackshade - - -			Moyagher, Lower - - -		
Boruheen - - -			Rathcarran - - -		
Clondaleebeg - - -			Ratheconny - - -		
Clondaleemore - - -			Rathmore - - -		Rathmore.
			Wardstown - - -		
			Woodtown - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TRIM—continued.	All the Town-		TRIM—continued.	All the Town-	
Basketstown - - -	lands in this		Phillistown - - -	lands in this	
Clondoogan - - -	Union are in		Roristown - - -	Union are in	
Clonmahon - - -	the County of		Saint John's - - -	the County of	
Clonymeath - - -	Meath.		Shanlothe - - -	Meath.	
Curraghtown - - -		Summerhill.	Steeplestown - - -		Trim.
Derryclare - - -			Stonehall - - -		
Drumard - - -			Townparks, North - - -		
Moy - - -			Townparks, South - - -		
Springvalley - - -			Tremblestown - - -		
Summerhill - - -			Whitehall - - -		
Summerhill Demesne - -			Woodside - - -		
			TUAM :	All the Town-	
Addanstown - - -			Abbert - - -	lands in this	
Aghathomas - - -			Abbert Demesne - - -	Union are in	
Ballynafeeragh - - -			Cabernaglass - - -	the County of	
Ballynafeeragh - - -			Carrowmore - - -	Galway.	
Blackfriary - - -			Chapelfield - - -		
Blackfriary - - -			Clashard - - -		
Broad - - -			Clonkeen - - -		
Browinstown - - -			Farmhill - - -		Abbey, East.
Capranny - - -			Graiguebaun - - -		
Carberrystown - - -			Kilgarve, North - - -		
Charterschool Land - - -			Kilgarve, South - - -		
Clondavan - - -			Lindsay's Farm - - -		
Clondavan - - -			Liss - - -		
Cloneens - - -			Newtown - - -		
Commons - - -			Oakwood, North - - -		
Commons - - -			Oakwood, South - - -		
Commons - - -			Stonepark - - -		
Commons - - -			Abbey - - -		
Commons - - -			Ballybaun - - -		
Commons - - -			Ballynakilla - - -		
Corporation Land - - -			Ballnamona - - -		
Corporation Land - - -			Caherphuca - - -		
Corporation Land, North - - -			Culliagh, North - - -		Abbey, West.
Corporation Land, North - - -			Culliagh, South - - -		
Corporation Land, North - - -			Feagh, West - - -		
Corporation Land, North - - -			Glennaveel - - -		
Crowpark - - -		Trim.	Lissaniska - - -		
Crowpark - - -			Pollawarla - - -		
Dogstown - - -			Ardcloon - - -		
Dogstown - - -			Carrowntomush - - -		
Dogstown - - -			Cloonbrusk - - -		
Dunleever Glebe - - -			Cloondergan - - -		
Fostersholding - - -			Cloonfane - - -		
Fosterstown - - -			Conagher - - -		
Friarspark - - -			Curraghaun - - -		Addergoole.
Friarspark - - -			Darrary, North - - -		
Friarspark - - -			Darrary, South - - -		
Friarspark - - -			Garrafrauns - - -		
Friaryland - - -			Kinnakinelly - - -		
Gormanstown - - -			Quinaltagh - - -		
Greatfurze - - -			Shanballymore - - -		
Ifferknock - - -			Stripe, North - - -		
Kennastown - - -			Anbally - - -		
Kilnagross - - -			Ardgaineen - - -		
Kiltoome - - -			Balrobuckbeg - - -		
Knightsbrook - - -			Balrobuckmore - - -		
Lackunash - - -			Bolisheen - - -		
Loganstown - - -			Bunnahevellybeg - - -		
Manorland - - -			Bunoghanaun - - -		
Manorland - - -			Caheravoley - - -		
Maudlin - - -			Carrownrooaun - - -		Annaghdown.
Moynasboy - - -			Cartron - - -		
Newhaggard - - -			Cloonagh - - -		
Newtown - - -			Glenrevagh - - -		
Newtownclonbun - - -			Kilcahill - - -		
Oakstown - - -			Killgill - - -		
Peterstown - - -			Tomnahulla - - -		
Peterstown - - -			Turloughgarve - - -		
Phillinstown - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
AM—continued.	All the Town-lands in this Union are in the County of Galway.		TUAM—continued.	All the Town-lands in this Union are in the County of Galway.	
Ballinderry - - -			Aghlisk - - -		
Ballinphuill - - -			Ballinphuill - - -		
Ballybanagher - - -			Ballynamona - - -		
Ballykeaghra - - -			Beagh (Browne) - - -		
Booninagh - - -			Beagh (Donnellan) - - -		
Cloonkeen, South - - -		Ballinderry.	Bettyspark - - -		
Cloonkeen, North - - -			Boyleylan - - -		
Maunroe - - -			Brockagh - - -		
Mahanagh - - -			Carrowntanlis - - -		
Rathmore - - -			Carrowrevaghbeg - - -		
Furloghcarton - - -			Carrowrevaghmore - - -		
Furloghmartin - - -			Cartron - - -		
			Drumaskin - - -		
Ballinduff - - -			Drumaskin - - -		
Ballycasey - - -			Drumbulcaun - - -		
Bredagh - - -			Fearbeg - - -		
Ballydonnellan - - -			Fearmore - - -		
Ballynew - - -			Fortpark - - -		
Ballynish - - -			Garrauns - - -		
Kilcoona - - -			Garrymore - - -		
Kilgarriff - - -		Ballinduff.	Graigie - - -		
Kilroe - - -			Knockaloura, East - - -		
Knockereen - - -			Knockaloura, West - - -		
Luimnagh, East - - -			Knockavanny - - -		
Luimnagh, West - - -			Newtown (D'Arcy) - - -		
Mausrevagh - - -			Newtown (D'Arcy) - - -		
Turloughcor - - -			Newtown (Lynott) - - -		
Nine small Islands - - -			Pollaphuca - - -		
			Rahogarty, North - - -		
Ardnasodan - - -			Rahogarty, South - - -		
Ardskeabeg - - -			Shanvally - - -		
Ballina - - -			Tinkershill - - -		
Ballyglooneen - - -			Tonrevagh - - -		
Ballynapark - - -					
Ballynastuckaun - - -			Ballagh - - -		
Brackloon - - -			Ballaghbaun - - -		
Brackloon - - -			Ballydotia, East - - -		
Brooklodge Demesne - - -		Ballynapark.	Ballydotia, West - - -		
Boonlusk - - -			Caherlea - - -		
Boolfowerbeg - - -			Caherhugh - - -		
Boonbeg - - -			Cartron - - -		
Barra - - -			Carrowbeg, North - - -		
Fortbeg - - -			Carrowbeg, South - - -		
Fortbeg - - -			Carrowntemple - - -		
Barkegarve - - -			Clare Tuam - - -		
Bollsillagh - - -			Cloondarone - - -		
			Cloonmore - - -		
Beaghbeg - - -			Common - - -		
Beaghmore - - -			Common, or Turloughna-royey - - -		
Caherakeeny - - -		Beaghmore.	Culleen - - -		
Carheenard - - -			Garraun, North - - -		
Cloonbar - - -			Garraun, South - - -		
Fortnasculloge - - -			Glennafosha - - -		
Chanceloon - - -			Goldenpark - - -		
			Johnstown - - -		
Ardrumkilla - - -			Knockacarrigeen - - -		
Ardrumkilla - - -			Levally - - -		
Ballyboy - - -			Loughanspark - - -		
Boadaun - - -			Pollaturk, or Newgarden - - -		
Boonaseragh - - -			Poldarragh - - -		
Boonmore - - -			Rusheens, North - - -		
Willower - - -			Rusheens, South - - -		
Fullagh - - -			Thomastown - - -		
Pollacorragune - - -		Belclare.	Tulrush - - -		
Pollnamal - - -					
Pollnamal - - -			Brackloon - - -		
Boylelan - - -			Carrowroe, East - - -		
Boylelan - - -			Carrowroe, West - - -		
Boylegee - - -			Claddagh, East - - -		
Boonanbaun - - -			Claddagh, West - - -		
Boonanbaun - - -			Clonberr - - -		
Boodquay - - -			Cloonagawnagh - - -		
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UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TUAM—continued.	All the Town-lands in this Union are in the County of Galway.		TUAM—continued.	All the Town-lands in this Union are in the County of Galway.	Kilshanvy.
Ballintleva - - -			Cloonteen - - -		
Biggerabeg - - -			Ironpool - - -		
Biggeramore - - -		Killower.	Kilshanvy - - -		
Bunatober - - -			Toberroe - - -		
Bunnahevellymore - - -			Ahgloragh - - -		
Cahermorris - - -	Ballaghalode - - -				
Caltragh - - -	Cappadovock - - -				
Caltragh - - -	Cartronroe - - -				
Carheens - - -	Castlemoyle - - -				
Carrownaherick, East - - -	Corralea - - -				
Carrownaherick, West - - -	Corry - - -				
Castlehacket - - -	Cuilbeg - - -				
Cluidrevagh - - -	Curraghereen - - -				
Fearagha - - -	Ginnaun - - -		Levally.		
Glennaneeny - - -	Hillswood, East - - -				
Kilcurrivard - - -	Hillswood, West - - -				
Kilcurriveighter - - -	Kilgarriſſ, North - - -				
Lackanroe - - -	Kilgarriſſ, South - - -				
Laurelavagh - - -	Levally, East - - -				
Parkanallackan - - -	Levally, West - - -				
Tobermina - - -	Meelick, East - - -				
Annaghkeen - - -	Monacow - - -				
Ardfintan - - -	Monument Park - - -				
Ballyconlought - - -	Polldorragha - - -				
Ballyhale - - -	Ryehill - - -				
Ballynacregga - - -	Ballymary - - -				
Ballynalacka - - -	Bellaconeen - - -				
Cahernacanally - - -	Carrownageeha - - -				
Cargin - - -	Carrownurlaur - - -				
Carrowbeg - - -	Cartron - - -				
Carrownacroagh - - -	Cloondroon - - -				
Carrownakib - - -	Cloonaecross - - -				
Clerhaun - - -	Cloonrane - - -				
Cloonkeely - - -	Cooladoaun - - -				
Cloononaghaun - - -	Coollicknalea - - -				
Clydagh - - -	Cormeelick, North - - -				
Coarsepark, or Parkgarve - - -	Cormeelick, South - - -				
Curraghmore - - -	Curraghaderry - - -		Milltown.		
Farrangavnavagh - - -	Dalgin - - -				
Greenfield, or Shanbally - - -	Dawros, Lower - - -				
Inchiquin - - -	Dawros, Upper - - -				
Kilbeg - - -	Drum - - -				
Luggawannia - - -	Gortnagunned - - -				
Ower - - -	Gortnaloura - - -				
Rinnaknock - - -	Illaun - - -				
Slieveroe - - -	Killarneen - - -				
Ulrich - - -	Knockaunkeel - - -				
Twenty-eight small Islands	Lack - - -				
Annagh - - -	Milltown - - -				
Annagh Hill - - -	Pollaturick - - -				
Ardskeahmore - - -	Russelstown - - -				
Ballintober - - -	Ummeraely, East - - -				
Ballynacreg, South - - -	Ballynaboorkagh - - -				
Brackagh - - -	Ballyskeagh - - -				
Bullaun - - -	Carraunrevagh - - -				
Cahernahoon - - -	Cartron - - -	Kilmoylan.			
Corrandrum - - -	Corralea - - -				
Corrandrum - - -	Corrandoo - - -				
Common - - -	Costello's Park - - -				
Corbally, North - - -	Glennagloghaun, North - - -				
Corbally, South - - -	Glennagloghaun, South - - -				
Dawros - - -	Glennaslat - - -		Monivea.		
Garrauncreen - - -	Gortnaglogh - - -				
Tonamace - - -	Hundred Acres - - -				
Turloughrevagh - - -	Kibeg - - -				
Ardour - - -	Killaclogher - - -				
Cartron - - -	Knockcorrandoo - - -				
Cloonuglasla - - -	Monivea Demesne - - -				
Cloonshleen - - -	Nursery Park, or Corra- baun - - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>—continued.</i>	All the Town- lands in this Union are in the County of Galway.	Monivea.	<i>TUAM—continued.</i>	All the Town- lands in this Union are in the County of Galway.	
Ak - - - llavullaun - - - llboy, or Knockatober - - - undfield - - - erfield Blake - - - erfield Burke - - - erfield, North - - - erfield, South - - - erfield Stevens - - - erfield Toole - - - rowmanagh - - - loorta - - - ganbeg - - - gan, Eighter - - - gan, Oughter - - - reen - - - gh, East - - - ark - - - arrow - - - er - - - ne - - - klaur - - - adoocy - - - regorm - - - ill - - - oughbaun - - -			Lambhill - - - Loughpark - - - Mountpotter - - - Parkmore - - - Quaybaun - - - Rinkippeen - - - Slievedarragh - - - Stripe - - - Stripe, South - - - Tirboy - - - Toberjarlath - - - Townparks, First Division - - - Townparks, Second Divi- sion - - - Townparks, Third Divi- sion - - - Townparks, Fourth Divi- sion - - - Townparks, Fifth Divi- sion - - - Vicarschoral Land - - -		
		Moyne.			Tuam.
			<i>TULLA:</i>	All the Town- lands in this Union are in the County of Clare.	Ballyblood.
			Ballyblood - - - Derrymore, West - - - Lissosin - - - Moymore - - - Annaghneal - - - Ballynahinch - - - Clogher - - - Coolnahella - - - Craggaunkeel - - - Derrykeadgran - - - Drumcharley - - - Fortanemore - - - Keelderry - - - Lecarrow, North - - - Newtown - - - Rosslara - - - Silvergrove - - - Tome - - -		
		Rychill.	Ballinruan - - - Caher - - - Calluragh - - - Gortnamearacaun - - - Scalpnagown - - - Ballyhickey - - - Ballyvergin - - - Caherloghan - - - Carrahan - - - Clooney - - - Corbally - - - Feenagh - - - Fomeria - - - Kilgobban - - - Knockanoura - - - Lassana - - - Sraheen - - - Toonagh - - -		
					Caher.
			Applefort - - - Ballagh - - - Ballyroughan, North - - - Ballyroughan, South - - - Cant - - - Carnmallow - - - Carrowroe - - - Cloonaherna - - - Craggaunowen - - -		
		Tuam.			Clooney.
					Dangan.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TULLA—continued.	All the Town-lands in this Union are in the County of Clare.		TULLA—continued.	All the Town-lands in this Union are in the County of Clare.	
Cragbwee - - -	- - -	Dangan.	Iragh - - -	- - -	Killuran.
Cullaun - - -	- - -		Kilgory - - -	- - -	
Cutteen - - -	- - -		Killavoy - - -	- - -	
Dangan - - -	- - -		Killuran - - -	- - -	
Deerpark, North - - -	- - -		Killuranbeg - - -	- - -	
Deerpark, South - - -	- - -		Killuranmore - - -	- - -	
Gorteen - - -	- - -		Knockdoocunna - - -	- - -	
Rathluby - - -	- - -		Loughborough - - -	- - -	
Shandangan - - -	- - -		Moanogeenagh - - -	- - -	
			Rosneillan - - -	- - -	
Glendree - - -	- - -	Glendree.	Teerovannan - - -	- - -	
Gorteenaneelig - - -	- - -		Tooreen - - -	- - -	
Kilmore - - -	- - -		Violethill - - -	- - -	
Uggoon, Lower - - -	- - -		Two Islands - - -	- - -	
Uggoon, Upper - - -	- - -				
Clashduff - - -	- - -		Annagh - - -	- - -	
Clonlea - - -	- - -		Ardbooley, Lower - - -	- - -	
Clonbrick - - -	- - -		Ardbooley, Upper - - -	- - -	
Drumullan - - -	- - -		Ballyoughtra - - -	- - -	
Enagh, East - - -	- - -		Ballyoughtra - - -	- - -	
Enagh, North - - -	- - -		O'Callaghan - - -	- - -	
Enagh, West - - -	- - -		Cloonaleary - - -	- - -	
Gortadroma - - -	- - -		Cloondorneybeg - - -	- - -	
Gortnacorrage - - -	- - -		Cloondorneymore - - -	- - -	
Gortnagleargh - - -	- - -		Commons - - -	- - -	
Kilcornan - - -	- - -	Kilkishen.	Cragg - - -	- - -	Kiltannon.
Kilkishen - - -	- - -		Derryulk, Lower - - -	- - -	
Kilkishen Demesne - - -	- - -		Derryulk, Middle - - -	- - -	
Kilkishen Demesne - - -	- - -		Derryulk, Upper - - -	- - -	
Killanena - - -	- - -		Drumullan - - -	- - -	
Killeen - - -	- - -		Eyre Hill - - -	- - -	
Kilmurry - - -	- - -		Kilduff, Lower - - -	- - -	
Knockatinty - - -	- - -		Kilduff, Middle - - -	- - -	
Knockatooreen - - -	- - -		Kilduff, Upper - - -	- - -	
Shandangan, East - - -	- - -		Kiltannon - - -	- - -	
Shandangan, West - - -	- - -		Loughaun, North - - -	- - -	
Teeronea - - -	- - -				
Acres - - -	- - -		Cappalaheen - - -	- - -	
Corbehagh - - -	- - -		Cloonlounbeg - - -	- - -	
Derreendoogh - - -	- - -		Cloonlounmore - - -	- - -	
Derrycarran - - -	- - -		Coolistoonan - - -	- - -	
Derryfadda - - -	- - -		Derrymore, East - - -	- - -	
Derrynaveagh - - -	- - -		Knockatloe - - -	- - -	
Dooglaun - - -	- - -		Jahardaun - - -	- - -	Kyle.
Doorus, East - - -	- - -		Lakyle - - -	- - -	
Doorus, West - - -	- - -		Lecarrow, South - - -	- - -	
Gortaveha - - -	- - -		Liscullaun - - -	- - -	
Gortnamuinga - - -	- - -		Lisduff - - -	- - -	
Islandmore - - -	- - -	Killanena.	Mountallon - - -	- - -	
Killanena - - -	- - -		Rannagh - - -	- - -	
Knockanena - - -	- - -				
Knockatunna - - -	- - -		Ballycroum - - -	- - -	
Knocknageeha - - -	- - -		Cloonnagro - - -	- - -	
Knocknahannee - - -	- - -		Drumandoora - - -	- - -	
Lannaght - - -	- - -		Fahy - - -	- - -	
Pollaghanumera - - -	- - -		Leaghorthbeg - - -	- - -	Loughea.
Reanahumana - - -	- - -		Leaghormore - - -	- - -	
Scalp - - -	- - -		Liss - - -	- - -	
Spaight's Park - - -	- - -		Maghera - - -	- - -	
Sand Island - - -	- - -				
Ballymaedonnell - - -	- - -		Affick - - -	- - -	
Ballynabrone - - -	- - -		Knockapreaghau - - -	- - -	
Cappalea - - -	- - -		Maghera - - -	- - -	
Claremount - - -	- - -		Newgrove or Ballyslattery - - -	- - -	Newgrove
Clooncool - - -	- - -		Tyredagh, Lower - - -	- - -	
Doon - - -	- - -	Killuran.	Tyredagh, Upper - - -	- - -	
Doorus - - -	- - -				
Drimmeen - - -	- - -		Ballykilty - - -	- - -	
Drimmeennagun - - -	- - -		Ballymacloon, East - - -	- - -	
Elmhill - - -	- - -		Ballymacloon, North - - -	- - -	Quin.
Fox and Geese - - -	- - -		Ballymacloon, West - - -	- - -	
			Ballymarkahan - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>LA—continued.</i>	All the Town- lands in this Union are in the County of Clare.		<i>TULLA—continued.</i>	All the Town- lands in this Union are in the County of Clare.	
Ahercalla - - -			Knockadoon - - -		
Arrowgar - - -			Knockdrumleague - - -		
Bommons - - -			Loughaun, South - - -		
Boggaun - - -			Maryfort, or Lismeehan - - -		
Raggataska - - -			Milltown - - -		
Reevaghbeg - - -			Poulaforia - - -		
Reevaghmore - - -			Rine - - -		
Allenagh - - -			Tulla - - -		
Anganbrack - - -					
Baghquin - - -					
Bildrum - - -	- - -	Quin.			
Bilnacrandy - - -			TULLAMORE:		
Bnocknagoug - - -			Ballycommon - - -		
Bopoge - - -			Ballyteige, Big - - -		
Badara - - -			Ballyteige, Little - - -		
Buin - - -			Bracklin, Big - - -		
Buingardens - - -			Bracklin, Little - - -		
Buinville, North - - -			Derrygrogan, Big - - -	King's - - -	Ballycommon.
Buinville, South - - -			Derrygrogan, Little - - -		
Bine - - -			Fairfield - - -		
Binneen - - -			Kilmurry - - -		
			Rathdrum - - -		
			Wood of O - - -		
Billyvroghaun, Eighter - - -					
Billyvroghaun, Oughter - - -					
Bilyscanlan - - -			Ballina - - -		
Boonawillin - - -			Ballybruncullin - - -		
Borrymore - - -	- - -	Rathclooney.	Bohernagrisna - - -		
Borra - - -			Brackagh - - -	- ditto - - -	Bawn.
Brien's Castle - - -			Castletown - - -		
Borkalough - - -			Clonsanny - - -		
Borthclooney - - -			Derries - - -		
Bplane - - -			Deerpark - - -		
			Kilpatrick - - -		
Bimaclancy - - -					
Bilymulcashel - - -			Aghanrush - - -		
Billysheenbeg - - -			Annagarvey - - -		
Billysheenmore - - -			Ballina - - -		
Boonanass - - -			Ballycollin - - -		
Bonmunnia - - -			Ballylevin - - -		
Bagrooe - - -	- - -	Rossroe.	Cappancur - - -		
Braghkilleen - - -			Cloncoher - - -		
Brocknalappa - - -			Cloncon - - -		
Bunteashel - - -			Clonmore - - -	- ditto - - -	Cappancur.
Brygalla - - -			Colehill - - -		
Bthbeg - - -			Dangandeg - - -		
Bthmore - - -			Finter - - -		
Bssroe - - -			Graigue - - -		
Breeny - - -			Killeenmore - - -		
			Meelaghans - - -		
Blynagranagh - - -			Millbrook - - -		
Bopafeean - - -			Newtown - - -		
Brycalliff - - -			Raheenduff - - -		
Bryvet - - -					
Bumbonniv - - -	- - -	Toberbreeda.			
Bockaloaghan - - -			Aghamore - - -		
Bocknamucky - - -			Ballickmoyler - - -		
Bockreddan - - -			Ballicknahee - - -		
Bmagh - - -			Ballyboughlin - - -		
			Ballykilcross - - -		
Bhavory - - -			Cappanamorath - - -		
Bghaun - - -			Clara - - -		
Bondanagh - - -			Carraghboy, or Woodfield - - -		
Bonteemore - - -			Erry (Armstrong) - - -	- ditto - - -	Clara.
Bgroe - - -			Erry (Maryborough) - - -		
Bteenbeg - - -			Kilbride - - -		
Bteenmore - - -	- - -	Tulla.	Kilcollin - - -		
Bnaun - - -			Kilcoursey - - -		
Bmmaghmartin - - -			Kilmucklin - - -		
Banebeg - - -			Kilnabinnia - - -		
Bhee - - -			Lehinch - - -		
Bguragh - - -			Lissanisky - - -		
Bteennaguppoge - - -			Raheen - - -		
Boggoon - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>TULLAMORE—continued.</i>			<i>TULLAMORE—continued.</i>		
Agall - - -	King's	Derrycooly.	Clonearl Demesne - -	King's	Kilclonfert.
Blackwood - - -			Cloneen - - -		
Córcush - - -			Clyduff - - -		
Churchhill - - -			Cruit - - -		
Currygarry - - -			Derries - - -		
Derrinvullig - - -			Fortyacres - - -		
Derrooly - - -			Kilclonfert - - -		
Derrycooly - - -			Kilduff - - -		
Glasshouse - - -			Lackan - - -		
Killaranny - - -			Mullagharush - - -		
Oldtown - - -			Puttaghan - - -		
Rabbit Burrow - - -			Raheenmore - - -		
Roscore Demesne - -					
Acantha - - -	- ditto - -	Durrow.	Ardnurcher Glebe - -	- ditto - -	Kilcumreragh.
Aghancarnan - - -			Attiblaney - - -		
Balleek - - -			Ballynahinch - - -		
Balleekbeg - - -			Ballynakill, Big - - -		
Ballybought - - -			Ballynakill, Little - -		
Ballycallaghan - - -			Ballykilleen - - -		
Ballyduff - - -			Brackagh - - -		
Ballynamona - - -			Burrow - - -		
Cartron - - -			Burrow, or Glenanummer		
Coniker - - -			Cappydonnell, Big - -		
Culleen - - -			Cappydonnell, Little - -		
Durrow Demesne - - -			Cartron Glebe - - -		
Gortnagh - - -			Cloneraff - - -		
Kildangan - - -	Westmeath		Curraghanana - - -	- ditto - -	Killeigh.
Lug - - -			Dunard - - -		
Keeloge - - -			Earlscarton - - -		
Alderborough - - -			Faheeran - - -		
Ballyavil - - -			Fearboy - - -		
Ballyerumlin - - -			Feargarrow - - -		
Ballycuc - - -			Kilmalady, Big - - -		
Ballydownan - - -			Kilmalady, Little - -		
Ballyduff, South - -			Kilmurragh - - -		
Ballyknockan - - -			Newtown - - -		
Ballymooney - - -			Parkwood - - -		
Ballinagar - - -			Russagh - - -		
Bawnmore - - -			Tully - - -		
Cappanageeragh - - -	King's	Geashill.	Ballinvally - - -	- ditto - -	Killooly.
Cappyrooe - - -			Ballynasrah - - -		
Curragh - - -			Clonad - - -		
Dalgan - - -			Derryad - - -		
Derryweelan - - -			Derrybeg - - -		
Geashill - - -			Derryclure - - -		
Glebe, East - - -			Derrygolan - - -		
Killarles - - -			Derrygunnigan - - -		
Kilbellery - - -			Gorteen - - -		
Knockballyboy - - -			Hawkswood - - -		
Lugmore - - -			Killeigh - - -		
Toberleheen - - -			Killurin - - -		
Ballinaminton, East -	- ditto - -	Gorteen.	Lockclose, or Grange -		
Ballinaminton, West -			Pigeonhouse - - -		
Cloghanamina - - -			Ballaghaderry - - -	ditto - -	Killoughy.
Gorteen - - -			Bunakeeran - - -		
Kilfoylan - - -			Cappagowlan - - -		
Kilcurbeg - - -			Carrigeen - - -		
Lurgan - - -			Derries - - -		
Mayalley - - -			Derrydolney - - -		
Newtown - - -			Garbally - - -		
Tober - - -			Killooly - - -		
Tully - - -			Rathliken - - -		
Ballylennon - - -			Rathmurragh - - -		
Ballymullen - - -	- ditto - -	Kilclonfert.	Ballycore - - -		
Ballyowen - - -			Ballycalan - - -		
Barnaboy - - -			Ballyfarrell - - -		
Barnan - - -			Brackagh - - -		
Cappagh - - -			Clontalough - - -		
Clonagh - - -			Coolanarney - - -		
			Cully - - -		
			Curraghmeelagh - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
TULLAMORE—continued.			TULLAMORE—continued.		
Derrylohan - - -	King's	Killoughy.	Ballynakill - - -	King's	Rathfeson.
Derrymore - - -			Garrymona - - -		
Garbally, or Foxglen - - -			Gorteenkeel - - -		
Holmshill - - -			Kilbeg - - -		
Kilmore - - -			Raheenbeg - - -		
Lowertonbeg - - -			Rathfeson - - -		
Lowertonmore - - -			Tooreen - - -		
Lugamara - - -			Annaghbrack Glebe - - -	ditto	Rathrobin.
Lugglass - - -			Annaghmore - - -		
Mough, or Greatwood - - -			Ballynacanty - - -		
Mountpleasant - - -			Clonseer - - -		
Mullagherohy - - -			Clonsannagh - - -		
Pallas - - -			Clondonnell Glebe - - -		
Pallas Park - - -			Cooldorrage Glebe - - -		
Rathkeeran - - -			Cormeen - - -		
Sconce - - -			Gortacur - - -		
Clonarrow, or Riverlyons - - -			Killananny - - -		
Down - - -	ditto	Mountbriscoe.	Killoughy - - -		
Gorteen - - -			Rathrobin - - -		
Killeen - - -			Agall - - -	ditto	Screggan.
Killeshil - - -			Bunaterin - - -		
Killoneen - - -			Bunaterin - - -		
Mullaghlough, or Cave- mount - - -			Claragh - - -		
Ballyowen - - -	ditto	Philipstown.	Cloghabrack - - -		
Castlebaragh, Big - - -			Cloghanbane - - -		
Castlebaragh, Little - - -			Clonagh, East - - -		
Clonad - - -			Clonagh, West - - -		
Clonearl - - -			Fertaun - - -		
Forty acres - - -			Glaskill - - -		
Island - - -			Heath - - -		
Killaderry - - -			Lynally Glebe - - -		
Oldtown - - -			Mucklagh - - -		
Townparks - - -			Ross - - -		
Toberronan - - -			Screggan - - -		
Aghadonagh - - -	ditto	Rahan.	Shanvally - - -		
Aghalusk - - -			Agharney - - -	ditto	Silverbrook.
Backsteel - - -			Aghnanagh - - -		
Ballincloghan - - -			Ashfield - - -		
Ballineur - - -			Ballycowan - - -		
Ballindrinan - - -			Ballykilmurry - - -		
Ballykeenaghan - - -			Ballynamire - - -		
Ballynasrah - - -			Cartron, West - - -		
Cappaloughan - - -			Coleraine - - -		
Cornalaur - - -			Coolnahely - - -		
Derryesker - - -	ditto	Raheenakeeran.	Doory - - -		
Derrynanagh - - -			Kilbride - - -	ditto	Tinamuck.
Foldsmithslot - - -			Kilclare - - -		
Kilgortin - - -			Kilnacarra - - -		
Kilgortin - - -			Loughaun - - -		
Killina - - -			Tara - - -		
Loughroe - - -			Bolart, North - - -		
Mountarmstrong - - -			Bolart, South - - -		
Murragh - - -			Cloghatanny - - -		
Newtown - - -			Cransallagh - - -		
Rahan Demesne - - -	ditto	Rathfeson.	Greenville, or Garryduff - - -	ditto	Tinamuck.
Tullybeg - - -			Kilmanaghan - - -		
Tullymorerahan - - -			Kippeenduff - - -		
Tullymorerahan, or Derry- nanagh - - -			Shanballynakill - - -		
Bunnaghappagh - - -			Tinamuck, East - - -		
Doonagary - - -			Tinamuck, South - - -		
Enaghan - - -			Tinamuck, West - - -		
Raheenakeeran - - -			Wilton - - -		
Ballintemple - - -	ditto	Rathfeson.	Ballycosney - - -	ditto	Tinnycross.
Ballintogher - - -			Ballynasrah, or Tinnycross - - -		
Ballychristal - - -			Cartron, East - - -		
Ballychristal - - -			Corndarragh - - -		
Ballyduff - - -			Derrynagall, or Ballydaly Rosnagowloge, or Tirin- chinan - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	
TULLAMORE—continued.			TULLAMORE—continued.			
Ardan - - -	King's	Tullamore.	Lowertown - - -	Westmeath	Rahugh.	
Ballard - - -			Monasset - - -			
Ballydrohid - - -			Montrath - - -			
Ballynagh - - -			Pallasboy - - -			
Brackagh - - -			Rahugh - - -			
Brookfield - - -			Rossbeg - - -			
Charleville Demesne - - -			Sonnagh - - -			
Cloncollog - - -						
Clonminch - - -						
Gayfield - - -						
Kilerattin - - -						
Killiskea - - -						
Muiniagh - - -						
Puttaghan - - -						
Spollanstown - - -						
Srah - - -						
Tullamore - - -						
			URLINGFORD:			
Aghuldred - - -	Westmeath	Ardnaglew.	Balleen, Little - - -	Kilkenny	Balleen.	
Ardnaglew - - -			Balleen, Lower - - -			
Ballybroder - - -			Baunmore, or Balleen, Upper - - -			
Cappalahy - - -			Belville - - -			
Clonaglin - - -			Coolcashin - - -			
Derrygolan - - -			Greenkillbeg - - -			
Frevanagh - - -			Greenkillmore - - -			
Grange and Kiltobor - - -			Foyle, North - - -			
Pallas - - -			Foyle, South - - -			
Rostalla - - -			Frankford, or Ballykieran - - -			
Skeahanagh - - -			Garranamanagh - - -			
			Gorteennamuck - - -			
			Graigueswood - - -			
	Killoshulan - - -					
	Lodge - - -					
	Lodge Demesne, East - - -					
	Lodge Demesne, West - - -					
	Newtown - - -					
	Spahill - - -					
	Tifeaghna (Browne) - - -					
	Tinnascarty - - -					
Aghamore - - -	- ditto - - -	Kilbeggan.	Ballyconra - - -	- ditto - - -	Ballyconra.	
Ballinderry, Big - - -			Ballynaslee - - -			
Ballinwire - - -			Parksgrove - - -			
Ballymacmorris - - -			Seskin - - -			
Ballyoban - - -			Seskin, Little - - -			
Browns Curragh - - -			Seskin, North - - -			
Camagh - - -			Seskin, South - - -			
Coola - - -						
Demesne, or Mearspark- farm - - -			Baunmore - - -			
Grangegibbon - - -			Bruckana - - -			
Greenan - - -			Lough - - -			
Guigginstown - - -			Rathosheen - - -			
Hallsfarm - - -						
Kilbeggan - - -	Balief, Lower - - -					
Kilbeggan, North - - -	Balief, Upper - - -					
Kilbeggan, South - - -	Barna - - -					
Loughanagore - - -	Barna - - -					
Meadowpark - - -	Clomantagh, Lower - - -					
Meeniska - - -	Clomantagh Mountgarret - - -					
Shureen and Ballyna- suddery - - -	Clomantagh, Upper - - -					
Stonehousefarm - - -	Kilrush - - -					
Tonaphort - - -	Kyleballynamoe - - -					
	Tubbrid, Lower - - -					
	Tubbrid, Upper - - -					
Ardballymore - - -	- ditto - - -	Lauree.	Baunballinlough - - -	- ditto - - -	Galmoy.	
Ballard - - -			Bayswell - - -			
Ballinderry, Little - - -			Castletown - - -			
Ballycaban - - -			Cooloultha, or Moneyna- muck - - -			
Brackaghcastle - - -			Garrylaun - - -			
Clongowly - - -			Moneynamuck (Stopford) - - -			
Cloonmurrikin - - -			Rathbane - - -			
Correagh - - -			Rathreagh - - -			
Coolalough - - -			Rathpatrick - - -			
Kilbeg - - -			Toornamongan - - -			
Kilgarvan - - -			Waterland - - -			
Lismoyny - - -			Whiteswall - - -			
Meeldrum - - -						
Moycashel - - -						
Ardan - - -	- ditto - - -	Rahugh.				
Atticonor - - -						
Cappanrush - - -						
Kiltobor - - -						

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
LINGLEFORD—continued.			URLINGLEFORD—continued.		
allylehaun - - -	Kilkenny	Glashare.	Ardreagh - - -	Kilkenny	Urlingford.
allyspellan - - -			Borrisbeg - - -		
aungarrow - - -			Borrismore - - -		
aunrickeen - - -			Islands - - -		
oolnacrutta - - -			Mountfinn - - -		
lashare - - -			Mullaunattina - - -		
rangefertagh - - -			Ridge - - -		
athlogan - - -			Tincashel - - -		
athlogan - - -			Urlingford - - -		
athoscar - - -					
allycuddihy - - -	- ditto -	Johnstown.	Bawnreagh - - -	Tipperary	Buolick.
allydonnell - - -			Buolick - - -		
allyellis - - -			Clonamicklon - - -		
rosspatrick - - -			Clonamondra - - -		
onaghmore, Lower - - -			Coole - - -		
onaghmore, Upper - - -			Crab - - -		
ulkscourt - - -			Derrycoogh - - -		
ulkscourt - - -			Foileacamin - - -		
tebe - - -			Gorteen, Lower - - -		
rockdav - - -			Gorteen, Upper - - -		
uthpoleen - - -	- ditto -	Lisdowney.	Gorteenrainee - - -	- ditto -	Fennor.
ven Sisters' - - -			Gortnahoo - - -		
llanvoolty - - -			Graigaman - - -		
arrenstown - - -			Kilbraugh - - -		
arrenstown - - -			Knockanglass - - -		
			Knockboy - - -		
			Littlefield - - -		
			Fennor - - -		
			Garryclogh - - -		
			Graiguepadeen - - -		
	- ditto -	Rathbeagh.	Lisduff - - -	- ditto -	Kilcooly.
			Rathbeg - - -		
			Urard - - -		
			Bawnlea - - -		
			Blackcommon - - -		
			Crossoges - - -		
			Deerpark - - -		
			Garransilly - - -		
			Graigueaheesha - - -		
			Grangecastle - - -		
	- ditto -	Tubridbrittain.	Grangerag - - -	- ditto -	New Birmingham.
			Grangehill - - -		
			Kilcooly Abbey - - -		
			Knockatooreen - - -		
			Newhall - - -		
			Newpark - - -		
			Renaghmore - - -		
			Sallybog - - -		
			Springfield - - -		
			Ballinunty - - -	- ditto -	Poynststown.
llynascarry (Butler) - - -	- ditto -	Tubridbrittain.	Ballinunty - - -		
llynascarry (Gore) - - -			Derryvella - - -		
lickbottom - - -			Glengoole, North - - -		
anchfield's Bog - - -			Glengoole, South - - -		
ldharbour - - -			Lickfinn - - -		
addockstown - - -			Lickfinn - - -		
rbyskill - - -			Tullequane - - -		
ekill - - -					
rnagale - - -			Ballynastick - - -		
ranconnell - - -			Clonoura - - -		
rybiggin - - -	- ditto -	Tubridbrittain.	Mellisson - - -	- ditto -	Poynststown.
rnagh - - -			Poyntstown - - -		
enhill - - -			Poyntstown - - -		
lena - - -					
lrinagh - - -					
lahy - - -					
hinny - - -					
uablanchameen - - -					
ks - - -					
helevin - - -					
agheroun - - -	- ditto -	Tubridbrittain.			
1 - - -					
odsgift - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WATERFORD:			WATERFORD — <i>continued.</i>		
Aglish, North - -	Kilkenny	Aglish.	Ballycanvan, Big - -	Waterford	Faithlegg.
Aglish, South - -			Ballycanvan, Little - -		
Ballygriffin - -			Ballygunnertemple - -		
Ballynearla - -			Ballymaclode - -		
Corluddy - -			Ballynabola - -		
Curraghmartin - -			Barristown - -		
Dungooly - -			Carricksaggart - -		
Flemingstown - -			Carriglea - -		
Granny - -			Cheekpoint - -		
Kilmacow - -			Coolbunna - -		
Newtown - -	ditto - -	Ballinerea.	Crooke - -	Kilkenny	Farnoge.
Portnahully - -			Cross - -		
Ardbeg - -			Drumrusk - -		
Atateemore, or Blackneys			Faithlegg - -		
Ballinclare - -			Glebe - -		
Ballinclare - -			Kilcullen, Lower - -		
Ballinerea - -			Kilcullen, Upper - -		
Ballinlammy - -			Kill St. Nicholas - -		
Catsrock - -			Knocknagappul - -		
Davidstown - -			Knockparson - -		
Grogan - -	Knockroe - -	Waterford	Islandikane.		
Knockbrack - -	Newtown - -				
Moanroe - -	Parkswood, Lower - -				
Nicholastown - -	Parkswood, Upper - -				
Rathaglish - -	Passage, East - -				
Ballygunnycastle - -	Passage, West - -				
Ballygunnermore - -	Raheen - -				
Ballynakill - -	Ballygreek - -				
Bishopscourt - -	Ballynakill - -				
Carrigavoe - -	Ballyquin - -				
Couse - -	Bishopsmountain - -				
Farranshoneen - -	Carrickinnane - -	Kilkenny	Farnoge.		
Grantstown - -	Deerpark - -				
Kilcaragh - -	Farnoge, East - -				
Killure - -	Farnoge, West - -				
Kill St. Lawrence - -	Glendonell - -				
Knockboy - -	Killandrew - -				
Little Island - -	Scart - -				
Monamintra - -	Ballyadam - -				
Williamstown - -	Ballyscanlan - -				
Ballinattin - -	Caher - -				
Ballykinsella - -	Carrickavrantry, North - -	Waterford	Islandikane.		
Ballyknock - -	Carrickavrantry, South - -				
Castletown - -	Carrickavrantry - -				
Drumcannon - -	Coolnagoppoge - -				
Killowen - -	Fennor, North - -				
Lisselan - -	Fennor, South - -				
Quillia - -	Garraras - -				
Ballincurragh - -	Islandikane, East - -				
Ballmountain - -	Islandikane, North - -				
Ballynamona - -	Islandikane, South - -				
Ballynamorahan - -	Islandtarsney, North - -				
Bishopshall - -	Islandtarsney, South - -	ditto - -	Kilbarry.		
Blossomhill - -	Kilfarrasy - -				
Cappagh - -	Knockanduff - -				
Charlestown - -	Monamelagh - -				
Cloone - -	Newtown - -				
Dunkitt - -	Sheep Island - -				
Killaspy - -	Westtown - -				
Milltown - -	Whitefield - -				
Mullinabro - -	Ballinamona - -				
Newtown - -	Ballindud - -				
Smartscastle, East - -	Ballycoardra - -				
Smartscastle, West - -	Ballyhoo - -				
Strangsmill - -	Carriganard - -				
Tinvaucoosh - -	Coolgower - -				
	Duagh - -				
	Lacken - -				
	Towergare - -				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WATERFORD—continued.			WATERFORD—continued.		
Glintlea - - -	Kilkenny	Kilbeacon.	Glebe - - -	Waterford	Killea.
Gllylusk - - -			Killawlan - - -		
Gllynoony, East - - -			Killea - - -		
Gllynoony, West - - -			Kilmacomb - - -		
Gllyvatheen - - -			Knockacurrin - - -		
Glolanimod, North - - -			Leckaun - - -		
Glolanimod, South - - -			Leperstown - - -		
Glrlsrath - - -			Nymphall - - -		
Glanselcourt - - -					
Glithstown - - -			Ballycashin - - -	ditto	Killoteran.
Gllybraghy - - -	ditto	Kilbride.	Bawnfune - - -		
Gllyfasy, Lower - - -			Butlerstown, North - - -		
Gllyfasy, Upper - - -			Butlerstown, South - - -		
Gllyvoulera, or Moulers- own - - -			Killoteran - - -		
Gllywairy - - -			Orchardstown - - -		
Gllywairy - - -			Woodstown - - -	ditto	Kilmacleague.
Glppagh - - -			Ballinavella - - -		
Glmingstown - - -			Ballygarran - - -		
Glbride - - -			Ballyloughbeg - - -		
Glkardsland, North - - -			Ballynamoyntraghe - - -		
Glkardsland, South - - -			Ballyshoneen - - -		
Glatherstown - - -			Keiloge - - -		
			Kilmacleague, East - - -		
			Kilmacleague, West - - -		
			Orchardstown - - -		
Glilnaw - - -	ditto	Kilcolumb.	Aylwardstown - - -	Kilkenny	Kilmakevoge.
Glilnaw - - -			Ballynaraha - - -		
Gllyhobuck - - -			Carrickeloney - - -		
Gllynamona - - -			Graiguenakill - - -		
Gllyvarring - - -			Haggard - - -		
Gllyrowragh - - -			Kilmakevoge - - -		
Gllyrahan - - -			Mullenahone - - -		
Glraghmore - - -			Parkstown, Lower - - -		
Glriganurra - - -			Parkstown, Upper - - -		
Glilstown - - -			Robinstown - - -		
Glrneysbay - - -	ditto	Killahy.	Amberhill - - -	Waterford	Kilmeadan.
Glhinure - - -			Ballyduff, East - - -		
Glgap - - -			Ballyduff, West - - -		
Glgville - - -			Coolagadden - - -		
Glhestown - - -			Cullenagh - - -		
Gltnamoe - - -			Darrigal - - -		
Gltnaree - - -			Gortacade - - -		
			Johnstown - - -		
			Kilmeadan - - -		
			Kilmoyemoge, East - - -		
Glintober - - -	ditto	Killahy.	Newtown - - -	ditto	Newcastle.
Glinsa, North - - -			Stonehouse - - -		
Glinsa, South - - -			Tigroe - - -		
Gllyhimmin - - -			Ardeenloun, East - - -		
Gllyknockbeg - - -			Ardeenloun, West - - -		
Gllymorris - - -			Ballygarran - - -		
Gllynacooly - - -			Carrickaure - - -		
Gllynaraha, North - - -			Carrickphilip - - -		
Gllynaraha, South - - -			Coolrattin - - -		
Gllyassy - - -			Hacketstown - - -		
Gllyassy - - -	Waterford	Killea.	Kildermody - - -	ditto	Pembrokestown.
Gllyaghbehy - - -			Kilmoyemoge, West - - -		
Gllyandarragh - - -			Knockaderry, Lower - - -		
Gllyacarran - - -			Knockaderry, Upper - - -		
Gllyhy - - -			Ross - - -		
Gllyen - - -			Ballynaclogh, North - - -		
Gllyekmore - - -			Ballynaclogh, South - - -		
Gllylinavat - - -			Carrickavarahane - - -		
Gllyehenry - - -			Clonfadda - - -		
Gllyanassy - - -			Cullencastle - - -		
Gllyeres, North - - -	Waterford	Killea.	Gaulstown - - -	ditto	Pembrokestown.
Gllyeres, South - - -			Kilcarton - - -		
Gllyestown - - -			Kilronan - - -		
			Munmahoge - - -		
Gllyurra, Big - - -	Waterford	Killea.		ditto	Pembrokestown.
Gllyurra, Little - - -					
Gllymabin - - -					
Gllymons - - -					
Gllydan - - -					
Gllynore - - -					
Gllyaght - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WATERFORD—continued.			WATERFORD—continued.		
Pembrokestown - - -	Waterford	Pembrokestown.	Ballydermody - - -	Waterford	Reisk.
Reisk - - -			Ballydermody Bog - - -		
Shinganagh - - -			Ballygarran - - -		
Slieveroe - - -			Ballylegat - - -		
Sporthouse - - -			Ballymoat - - -		
Ballinlough - - -	Kilkenny	Portnascully.	Ballymorris - - -		
Ballygorey - - -			Ballyvellon - - -		
Ballynamountain - - -			Blacknock - - -		
Ballybrassil - - -			Carrickadustara - - -		
Clasharoe - - -			Dooneen - - -		
Cussana - - -			Dooneen - - -		
Cussana - - -			Dunhill Lodge - - -		
Doornane - - -			Killone - - -		
Filbuckstown - - -			Knockanagh - - -		
Glengrant - - -			Knockanagh - - -		
Licketstown - - -			Lisnakil - - -		
Luffany - - -			Loughdeheen - - -		
Moonveen - - -			Matthewstown - - -		
Mountneill - - -			Mountcongreve - - -		
Portnascully - - -			Mountcongreve - - -		
Portnascully - - -			Powersknock - - -		
Rathkieran - - -			Raheens - - -		
Affady, or Silver Spring	- ditto -	Pollrone.	Whitfield, North - - -		
Affady, or Silver Spring			Whitfield, South - - -		
Arderra - - -			Ballyhomuck - - -	Kilkenny	Rossinan.
Ballincurra - - -			Ballykeoghan - - -		
Ballincurra, North - - -			Ballykillaboy - - -		
Ballincurra, South - - -			Ballykillaboy - - -		
Ballytarsney - - -			Baunnageloge - - -		
Ballytarsney - - -			Fahy - - -		
Ballytarsney - - -			Farnoge - - -		
Farranmacedmond - - -			Gaulstown - - -		
Grange - - -			Greenville - - -		
Kilraggan - - -			Melville - - -		
Mooncoin - - -			Rahard - - -		
Pollrone - - -			Rahard, East - - -		
Ratheurby, North - - -			Rahard, West - - -		
Ratheurby, South - - -			Rahillakeen - - -		
Waddingstown - - -			Rahillakeen - - -		
Ballymacaw - - -	Waterford	Rathmoylan.	Rathnasmolagh - - -	Waterford	Tramore.
Brownstown - - -			Rossinan - - -		
Coolum - - -			Skeard - - -		
Coolum - - -			Ballyearnane - - -		
Corballybeg - - -			Ballydrislane - - -		
Corballymore - - -			Carriglong - - -		
Coxtown, East - - -			Crobally, Lower - - -		
Coxtown, West - - -			Crobally, Upper - - -		
Gortahilly - - -			Kilbride, North - - -		
Graigariddy - - -			Kilbride, South - - -		
Graigue - - -			Knockeen - - -		
Kilmaquague - - -			Lisduggan - - -		
Knockanpaddin - - -			Monloun - - -		
Lisselty - - -			Monvoy - - -		
Portally - - -			Munmahoge - - -		
Rathmoylan - - -	Kilkenny	Rathpatrick.	Pickardstown - - -		
Summerville - - -			Tramore Burrow - - -		
One Island - - -			Tramore, East - - -		
Drumdowney, Lower - - -			Tramore, West - - -		
Drumdowney, Upper - - -			Ballydaw - - -	Kilkenny	Ullid.
Gorteens - - -	Waterford	Reisk.	Ballynaboley - - -		
Kilmurry - - -			Dangan - - -		
Luffany - - -			Molum - - -		
Murtaghstown - - -			Narrabaun, North - - -		
Rathpatrick - - -			Narrabaun, South - - -	Waterford	Waterford.
Adamstown - - -	Waterford	Reisk.	Tiermore - - -		
Adamstown - - -			Ullid - - -		
Ardnahow - - -			*Abbeylands - - -		
Ballybrennock - - -			Ballinvoher - - -		
Ballycraddock - - -			Ballybeg - - -		
			Ballycourdra - - -		

* Is partly within the Municipal Borough of Waterford.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>WATERFORD—continued.</i>			WESTPORT:	All the Town-lands in this Union are in the County of Mayo.	
Ballynamona - - -	Waterford	Waterford.	Aghagower - - -	- - -	Aghagower, North.
Ballynaneashagh - - -			Ardogommon - - -		
Ballyrobin - - -			Ballinvoy - - -		
Ballytruckle - - -			Ballyballinaun - - -		
Bawndaw - - -			Ballydonnellan - - -		
Belmount - - -			Bunrawer - - -		
Browley, East* - - -			Carrowkeel - - -		
Browley, West - - -			Cloondacon - - -		
Carrickphierish - - -			Coolloughra - - -		
Carrigroe - - -			Creggannaseer - - -		
Clashrea* - - -			Crowhill - - -		
Cleaboy - - -			Cushinkeel - - -		
Christendom* - - -			Cushinsheeaun - - -		
Cove - - -			Deerpark - - -		
Dobbysparks - - -			Derrygarve - - -		
Gibbethill* - - -			Forkfield, or Gowel - - -		
Gracedieu, East - - -			Garrow - - -		
Gracedieu, West - - -			Gorteen - - -		
Grange, Lower* - - -			Knockadrum - - -		
Grange, Upper - - -			Knockakeery - - -		
Kilbarry - - -			Knockfeelim - - -		
Kilcohan - - -			Knockroosky - - -		
Kingsmeadow - - -			Lugrevagh - - -		
Knockhouse, Lower - - -			Mace, North - - -		
Knockhouse, Upper - - -			Mace, South - - -		
Lisduggan, Little - - -			Mahanagh - - -		
Lisduggan, Big - - -			Meneen - - -		
Logloss - - -			Mountbrown - - -		
Longcourse* - - -			Moyhastin - - -		
Lismore - - -			Shanagh - - -		
Manor* - - -			Tawnagh - - -		
Mountmisery* - - -			Toorbuck - - -		
Mountsion* - - -					
Newrath - - -			Aille - - -		Aghagower, South.
Newtown* - - -			Arderry - - -		
Pastimeknock - - -			Sraheen - - -		
Priorsknock - - -			Teevinish, East - - -		
Ratheulliheen - - -			Teevinish, West - - -		Aillemore.
Rathfadden - - -			Toberrooaun - - -		
Rockshire* - - -			Tonlegee - - -		
Skibbereen - - -					
Ticor - - -			Aillemore - - -		Bundorrageha.
			Barnabaun - - -		
			Carrowniskey - - -		
			Cloonlaur - - -		
Together with the parishes of—	ditto	Woodstown.	Cloonty - - -	- - -	
St. John's, Within† - - -			Corryaughany - - -		
St. Michael's† - - -			Corrydavit - - -		
St. Olaves† - - -			Corrymailley - - -		
St. Patrick's† - - -			Cross - - -	- - -	
St. Peter's† - - -			Devlin, North - - -		
St. Stephen's, Within† - - -			Devlin, South - - -		
St. Stephen's, Without* - - -			Derrygarvebeg - - -		
Trinity, Within† - - -			Derrygarvemore - - -	- - -	
Trinity, Without* - - -			Feenune - - -		
			Killadoon - - -		
			Kinnadoohy - - -		
allinkina - - -			Roonah - - -	- - -	
allydavid - - -			Roonkeel - - -		
allyglan - - -					
allyloughmore - - -			Bundorrageha - - -		
allyvoreen - - -			Derreennanablanagh - - -	- - -	
allaghane - - -			Derreennawinshin - - -		
coltegin - - -			Derry - - -		
ross - - -			Glennconnelly - - -		
romina - - -			Glencullin - - -	- - -	
arristown - - -			Lettereeragh - - -		
ilcop, Lower - - -			Tawnyinlough - - -		
ilcop, Upper - - -			Tawnyinoran - - -		
nockavelish - - -			Teevnabinnia - - -	- - -	
nockhouse - - -			Tonatlava - - -		
ossduff - - -			Uggool - - -		
oodstown, Lower - - -			Four small Islands - - -		
oodstown, Upper - - -					

* Are partly within the municipal borough of Waterford.

† Are wholly within the borough.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
PORT— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo.	Kilgeever.	WESTPORT— <i>continued.</i>	All the Town- lands in this Union are in the County of Mayo.	
Inishnamucka - - -			Inishgowla, South - - -		
Inishnacloy - - -			Inisheeny - - -		
Inishroosky - - -			Inishoo - - -		
Inishwee - - -			Innishimmel - - -		
Inishgowlabeg - - -			Inishturk - - -		
Inishgowlamore - - -			Inishlaughil - - -		
Inishkagh - - -			Inishleague - - -		
Inishtron - - -			Inishlyre - - -		
Inishtrean - - -			Inishraher - - -		
Inishnumera - - -			Islandmore - - -		
Inishribbeen - - -			Knockasproha - - -		
Inishgar - - -			Knockavanloman - - -		
Inishgoney - - -			Knockballagh - - -		
Inishmila - - -			Knockboy - - -		
Inishybeg - - -			Knockychottaun - - -		
Inishymore - - -			Knockycahillan - - -		
Inishkeen - - -		Kilmaclasser.	Knockysprickaun - - -		
Inishnaclassagh - - -			Lisclovaun - - -		
Inishmeena - - -			Money - - -		Kilmeena.
Inishmoyleen - - -			Moneybeg Island - - -		
Inishmuinard - - -			Moyna - - -		
Inishglass - - -			Moyour - - -		
Inishafahy - - -			Mucklagh - - -		
Inishilmeena - - -			Rabbit Island - - -		
Inishun - - -			Rassakeeran - - -		
Inishunroe - - -			Roscacahill - - -		
Inishgarve - - -			Rosmindle - - -		
Inishkeen - - -			Rosmoney - - -		
Inishlough - - -			Rosnakilly - - -		
Inishllia - - -			Rosstoohy - - -		
Inishfield - - -			Rusheen - - -		
Inishland - - -			Shanvallybeg - - -		
Inishgeenylass, North - - -			Slaugar - - -		
Inishowbeg - - -			Tonaraha, East - - -		
Inishowcally - - -			Tonaraha, West - - -		
Inishcaffy - - -			Westport Demesne - - -		
Inishran - - -			<i>Forty-six small Islands</i> - - -		
Inishkeen - - -			Barraglanna - - -		
Inishkeen - - -			Boheh - - -		
Inishsh - - -			Carrowmaclooughlin - - -		
Inisharreen - - -			Cartoor - - -		
Inishabeg - - -			Cuilleen - - -		
Inishamore - - -			Durless - - -		
Inisha - - -			Furgill - - -		
Inishowick - - -			Glenbaun - - -		
Inishreen - - -			Glencally - - -		Kilsallagh.
Inishtaunnahorna - - -			Gorteendarragh - - -		
Inish - - -			Kinknock - - -		
Inishish - - -			Kilsallagh, Lower - - -		
Inishlogurt - - -		Kilmeena.	Kilsallagh, Upper - - -		
Inishish - - -			Leckanvy - - -		
Inishilea - - -			Mullagh - - -		
Inishnanaff - - -			Tangilcartoor - - -		
Inishnaraw - - -			Tawnyslinnaun - - -		
Inishishbeg - - -			Ballygolman - - -		
Inishishmore - - -			Bofara - - -		
Inishard - - -			Boheh - - -		
Inishgarve - - -			Boleybrian - - -		
Inishuskert - - -			Brackloon - - -		
Inishminabo - - -			Cloonagh - - -		
Inishhillan - - -			Cloonskill - - -		
Inishaggart - - -			Knappaghbeg - - -		
Inishaw - - -			Knappaghmanagh - - -		
Inishconney - - -			Knappaghmore - - -		
Inishmona - - -			Lackaun - - -		
Inishnakillew - - -			Lankill - - -		
Inishbe - - -			Lanmore - - -		
Inishottle - - -			Liscarney - - -		
Inishough - - -			Laghloon - - -		
Inishort - - -			Tawnynameeltoge, or Midgefield - - -		
Inishghan - - -					
Inishowla - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WESTPORT—continued.	All the Town-lands in this Union are in the County of Mayo.		WESTPORT—continued.	All the Town-lands in this Union are in the County of Mayo.	
Balloor - - -			Clooneen - - -		
Bellakip - - -			Cloonmonad - - -		
Bunowen - - -			Deerpark, East - - -		
Caher - - -			Derrygorman - - -		
Calla - - -			Druminaweelaun - - -		
Carrowclaggan - - -			Drumindoo - - -		
Carrowmore - - -			Farnaght - - -		
Clooncarrabaun - - -			Gortarow - - -		
Cregganroe - - -			Illanroe - - -		
Derrylahan - - -			Killaghoor - - -		
Fallduff - - -			Killeencoff - - -		
Glebe - - -			Knockaraha, East - - -		
Kilgeever - - -			Knockaraha, West - - -		
Legan - - -			Knockfin - - -		
Oldhead - - -			Knockranny - - -		
Moneen - - -			Monamore - - -		
Srahnashasky - - -			Roman Island - - -		
Srahnagh - - -			Rossbeg - - -		
Tooreen - - -			Rossmailley - - -		
Tully - - -			Sheeroe - - -		
			Streamstown - - -		
Carricknaglamph - - -			Tonranny - - -		
Carrigskeewaun - - -			Westport Demesne - - -		
Claggan - - -			Four small Islands - - -		
Cloonaghmanagh - - -					
Corragaun - - -					
Dadreen - - -					
Dooghatry - - -					
Doovila - - -					
Inishdegilmore - - -					
Kinnakillew - - -					
Lackakeely - - -					
Mireelin - - -					
Sixnogginns - - -					
Tawnydoogan - - -					
Tallavbaun - - -					
Tallavbaun - - -					
Fifteen small Islands - - -					
Bracklagh - - -					
Carrowkennedy - - -					
Carrowmore - - -					
Carrowrevagh - - -					
Cordarragh, North - - -					
Cordarragh, South - - -					
Corveagh, Lower - - -					
Corveagh, Upper - - -					
Claddy - - -					
Derrakillew - - -					
Derrycraff - - -					
Derryherbert - - -					
Derryilla - - -					
Derrinkee - - -					
Glinsk - - -					
Keelkill - - -					
Lackderg - - -					
Letterbrock - - -					
Raigh - - -					
Rooghaun - - -					
Aghamore - - -					
Attireesh - - -					
Ardmore - - -					
Ardoley - - -					
Belclare - - -					
Buckwaria - - -					
Cahernamart - - -					
Carrowbaun - - -					
Carrowbeg - - -					
Carrownalurgan - - -					
Churchfield - - -					
Clenham - - -					
Cloghan - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.		WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	
Ballylemin - - -	- - -		Ballyfrory - - -	- - -	
Ballymore - - -	- - -		Ballygow - - -	- - -	
Barnahask - - -	- - -		Ballymadder - - -	- - -	
Coolrainey - - -	- - -		Bannow - - -	- - -	
Curracloe - - -	- - -		Bannow Island - - -	- - -	
Farrygibbon - - -	- - -	Ardcolm.	Bannow Moor - - -	- - -	
Glebe - - -	- - -		Blackhall - - -	- - -	
Glenbough - - -	- - -		Brandane - - -	- - -	
Kilmacoe - - -	- - -		Carriek - - -	- - -	
North East Slob - - -	- - -		Clare Island - - -	- - -	
The Raven - - -	- - -		Coolhull - - -	- - -	
			Coolishall - - -	- - -	
Artramon - - -	- - -		Coolseskin - - -	- - -	Bannow.
Ballynaleck - - -	- - -		Cullenstown - - -	- - -	
Ballyregan, or Fairhill - - -	- - -		Danescastle - - -	- - -	
Ballyboggan, Lower - - -	- - -		Grange - - -	- - -	
Ballyboggan, Upper - - -	- - -		Graigue - - -	- - -	
Ballsbane - - -	- - -		Graigue, Little - - -	- - -	
Castleson - - -	- - -		Haggard - - -	- - -	
Crory, Lower - - -	- - -		Keeragh Islands - - -	- - -	
Crory, Middle - - -	- - -		Kiltra - - -	- - -	
Crory, Upper - - -	- - -		Loftusacre - - -	- - -	
Crossabeg - - -	- - -		Newtown - - -	- - -	
Carmhill, or Barratober - - -	- - -	Artramon.	Vernegly - - -	- - -	
Farrycleary - - -	- - -				
Farrywilliam - - -	- - -		Arpinstown - - -	- - -	
Ionmore - - -	- - -		Ballytibernagh - - -	- - -	
Ionmore - - -	- - -		Brideswell - - -	- - -	
Knockduff - - -	- - -		Bridgetown, North - - -	- - -	
Loplar - - -	- - -		Brownstown - - -	- - -	
Mandallsmill - - -	- - -		Churchtown - - -	- - -	
St. Edmond's - - -	- - -		Common - - -	- - -	
Tuberfinnick - - -	- - -		Coolsallagh - - -	- - -	
Whitefort - - -	- - -		Glebe - - -	- - -	
Whitefort - - -	- - -		Glendrislagh - - -	- - -	
			Glenbullock - - -	- - -	
Ballyconnick - - -	- - -		Gortins, Great - - -	- - -	
Ballyhust - - -	- - -		Gortins, Little - - -	- - -	
Ballynaglogh - - -	- - -		Graseur, Little - - -	- - -	
Ballyshelin - - -	- - -		Harpoonstown - - -	- - -	
Blackmoor - - -	- - -		Heavenstown - - -	- - -	
Beristown, North - - -	- - -		Johnstown - - -	- - -	
Beristown, South - - -	- - -		Kilmannan - - -	- - -	
Burra, Big - - -	- - -	Aughwilliam.	Kilmannan, Little - - -	- - -	Bridgetown.
Burra, Little - - -	- - -		Knockbrack - - -	- - -	
Carveystown - - -	- - -		Lake - - -	- - -	
St. Tenants - - -	- - -		Moor - - -	- - -	
Chelmalier Commons - - -	- - -		Mountcross - - -	- - -	
Cincurra - - -	- - -		Mulrankin - - -	- - -	
Cracystown, East - - -	- - -		Norrirstown - - -	- - -	
Cullispark - - -	- - -		Oldhall - - -	- - -	
Coungstown - - -	- - -		Plot - - -	- - -	
			Pollmanagh, Great - - -	- - -	
Ordenagh, Great - - -	- - -		Pollmanagh, Little - - -	- - -	
Ordenagh, Little - - -	- - -		Rathyark - - -	- - -	
Ornestown - - -	- - -		Rathronan - - -	- - -	
Oughhermon - - -	- - -		Regan - - -	- - -	
Oallingly - - -	- - -		Sheephouse - - -	- - -	
Oallyknock - - -	- - -		Shouks - - -	- - -	
Oallymitty - - -	- - -		Wetmeadows - - -	- - -	
Oolecliffe - - -	- - -	Ballymitty.	Woodtown - - -	- - -	
Ooolraheen - - -	- - -				
Oilltown - - -	- - -		Ardecanrisk - - -	- - -	
Oocknamarshall - - -	- - -		Ballindinas - - -	- - -	
Oocktarton - - -	- - -		Ballygoman - - -	- - -	
Oorshallstown - - -	- - -		Ballymorris - - -	- - -	
Oongaun - - -	- - -		Barntown - - -	- - -	
Oahaen - - -	- - -		College - - -	- - -	Carrick.
Oevoy - - -	- - -		Colestown - - -	- - -	
			Coolree - - -	- - -	
			Cullentra - - -	- - -	
			Forth Commons - - -	- - -	
			Forth Commons - - -	- - -	

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	Carriek.	WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	Forth.
Hayestown, Great - -			Growtown, Upper - -		
Knockahone - - -			Holmestown, Great - -		
Larkinstown - - -			Keeloges - - -		
Newbay - - -			Knockeen - - -		
Newtown - - -			Mullinree - - -		
Shelmaliere Commons -			Rowestown - - -		
			Shelmaliere Commons -		
Ballyfinoge, Great - -			Ballyeaton - - -		
Ballykelly - - -			Ballyvalloge - - -		
Ballykilliane - - -			Bolabaun - - -		
Blackhorse - - -			Bolgerstown - - -		
Bogganstown, Lower -			Bulgan - - -		
Bogganstown, Upper -			Carrigmannon - - -		
Coolpeach - - -			Davidstown - - -		
Drinagh, North - - -			Healthfield - - -		
Drinagh, South - - -			Knockatayler - - -		
Grange - - -			Muchwood - - -		
Gregorystown - - -			Pollhore - - -		
Hodgesmill - - -					
Jacketstown - - -			Aughnagan - - -		
Kellystown - - -			Edwardstown - - -		
Killiane - - -		Drinagh.	Garrison - - -		
Killiane, Little - - -			Harperstown - - -		
Knockruth - - -			Hightown - - -		
Levitstown - - -			Knockbine - - -		
Piercetown - - -			Levitstown - - -		
Pollbrean - - -			Moortown, Great - - -		
Pollsallagh - - -			Moortown, Little - - -		
Rochestown - - -			Newtown - - -		
Roughmead - - -			Phillippintown - - -		
Rowestown - - -			Rochestown - - -		
Sheepwalk - - -			Tullycanna - - -		
Sinnottstown - - -			Waddingtown - - -		
Starve Hall - - -			Walshgrague - - -		
Whitestown, Lower, or Hermitage - - -					
Whitestown, Upper -			Balloughton - - -		
Ambrosetown - - -			Barrystown - - -		
Bellary - - -			Busherstown - - -		
Bellgrove - - -			Commons - - -		
Bellgrovecross - - -			Coolbrock - - -		
Duncormick - - -			Gibletstown - - -		
Duncormick Hill - - -			Graigue - - -		
Fannystown - - -			Halseyrath - - -		
Gortins - - -			Harristown - - -		
Graiguesallagh - - -			Harristown (Reask) -		
Gurlins - - -			Kilcavan - - -		
Holmanhill - - -		Duncormick.	Kilcavan (Tree) - - -		
Johnstown - - -			Kilcavan (Oldmill) -		
Lacken - - -			Kilcavan (Retrenched) -		
Lough - - -			Kilderry - - -		
Lough - - -			Maxboley - - -		
Rath - - -			Quitcery, Great - - -		
Rochestown - - -			Quitcery, Little - - -		
Scotsland - - -			Rock of Ballingly - -		
Scurlogebush - - -			Sheastown - - -		
Weneytown - - -			Whittyshill - - -		
Woodgrague - - -					
Ballintlea - - -			Ballyhennigan - - -		
Ballintlea - - -			Ballywether - - -		
Ballyhine - - -			Bregorteen - - -		
Ballyhil - - -			Coolteen - - -		
Ballymichael - - -			Crandonnell - - -		
Ballynaglogh - - -			Harristown, Big - - -		
Cools - - -			Harristown, Little -		
Cools - - -		Forth.	Holmestown, Little -		
Coolstuff - - -			Murntown - - -		
Davidstown - - -			Oldboley - - -		
Garradreen - - -			Rahard - - -		
Glenduff - - -			Tomcool, Big - - -		
Growtown, Lower - -			Tomcool, Little - - -		
			Tomcool - - -		
					Kilbride.

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.		WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	
Baldwinstown - - -			Knocknell - - -		
Beekville - - -			Leachestown - - -		
Boolycall - - -			Milestown - - -		
Boose - - -			Moortown - - -		
Brascur, Great - - -			Muchknock - - -		
Bucks - - -			Newtown - - -		
Bilcowan, Lower - - -			Orristown - - -		
Bilcowan, Upper - - -			Owenstown - - -		
Bnocktown - - -			Rathgarney - - -		
Little Island - - -			Rathmacknee, Great - - -	- - -	Killinick.
Bongridge - - -	- - -	Kilcowan.	Rathmacknee, Little - - -		
Buchtown - - -			Ringaheen - - -		
Bewhouse - - -			Sallystown - - -		
Bewtown, Big - - -			Sanctuary - - -		
Bewtown, Little - - -			Shortalstown - - -		
Bilphtown - - -			Stephenstown - - -		
Bathangan - - -			Talbotstown - - -		
Bobinstown - - -			Walshestown - - -		
Bassellstown - - -			Yoletown - - -		
Bur - - -					
Banoo - - -			Ballinelay, Lower - - -		
Baletown - - -			Ballinelay, Upper - - -		
			Blackball - - -		
Beg Island - - -			Corlican - - -		
Blackstone - - -			Cornwall - - -		
Bommons - - -			Killurin - - -	- - -	Killurin.
Boll - - -			Lambstown, Great - - -		
Boll Island - - -			Lambstown, Little - - -		
Berberpatrick - - -			Mountainmuck - - -		
Berberwell - - -			Shanahona - - -		
Beebe - - -					
Berseland - - -			Ballask - - -		
Besh - - -			Ballybought - - -		
Blag - - -			Ballycleary - - -		
Bewtown - - -	- - -	Killag.	Ballycross - - -		
Bharee - - -			Ballygrangans - - -		
Bark - - -			Ballyharty - - -		
Bembrokestown - - -			Ballyhealy Castle - - -		
Bahouse - - -			Ballyhealy, North - - -		
Bdmoor - - -			Ballyhealy, South - - -		
Bbfield - - -			Ballyteigue - - -		
Bbfield (Reclaimed) - - -			Ballyteigue, Burrow - - -		
Besk - - -			Ballyseskin - - -		
Berstown - - -			Bastardstown - - -		
Bbfield - - -			Beak - - -		
			Bridgetown, South - - -		
Bbally, Great - - -			Castletown - - -		
Bbally, Little - - -			Chapel - - -		
Bblybeg - - -			Clongaddy - - -		
Bblycogly - - -			Crossfarnoge - - -		
Bblydusker - - -			Gallagh - - -		
Bblyfinoe, Little - - -			Glebe - - -	- - -	Kilmore.
Bblyminaun - - -			Grange - - -		
Bblyminaun, Little - - -			Hill - - -		
Bblyrane - - -			Knocknoran - - -		
Bblysheen - - -			Lannagh - - -		
Bbomhill - - -			Libgate - - -		
Bbomon - - -			Nemestown - - -		
Bbouloughter - - -	- - -	Killinick.	Newtown - - -		
Bbosstown - - -			Newtown - - -		
Bbnyhill - - -			Pollrane - - -		
Bbryhack - - -			Pullingtown - - -		
Bboghstown - - -			Rickardstown - - -		
Bbormick - - -			Ringbaun - - -		
Bbtown - - -			Ringbaun Burrow - - -		
Bbbinstown - - -			Saltee Island, Great - - -		
Bbretown - - -			Saltee Island, Little - - -		
Bbastown - - -			Sarshill - - -		
Bbkinick - - -			Soughane - - -		
Bbugger - - -			Tullabards, Great - - -		
Bbmacree - - -			Tullabards, Little - - -		
Bbckangall - - -			One Island - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.		WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	
Ballydicken, Lower -	-		Ballare - - -	-	
Ballydicken, Upper -	-		Ballask - - -	-	
Ballyharran, Lower -	-		Ballycushlane, Big -	-	
Ballyharran, Upper -	-		Ballycushlane, Little -	-	
Ballymacshoneen -	-		Ballyfane - - -	-	
Ballymacshoneen -	-		Ballygarra - - -	-	
Ballywater - - -	-		Ballyknockan - - -	-	
Deeps - - - - -	-		Ballytra - - - - -	-	
Ferrycarrig - - -	-		Ballysheen - - -	-	
Ferrycarrig - - -	-		Barnawheel - - -	-	
Galbally - - - - -	-		Birdstown - - - -	-	
Galbally, East - -	-		Bohercreeen - - -	-	
Galbally, North -	-		Bunarge - - - - -	-	
Galbally, West - -	-		Buncarrick - - -	-	
Islafalcon - - - -	-		Burrow - - - - -	-	
Kavanagh's Park -	-		Bush - - - - - -	-	
Kereight - - - - -	-	Kilpatrick.	Carna - - - - - -	-	
Kereight - - - - -	-		Castlepaliser - - -	-	
Killeen - - - - -	-		Castletown - - -	-	
Killowen - - - - -	-		Chour - - - - - -	-	
Kitestown - - - -	-		Churchtown - - -	-	
Kyle, Lower - - - -	-		Clougheast - - -	-	
Kyle, Upper - - - -	-		Cooelam - - - - -	-	
Kyle, Middle - - -	-		Cools - - - - - -	-	
Mountanna - - - -	-		Cousinstown - - -	-	
Newcastle - - - - -	-		Crosslands - - -	-	
Newcastle, Lower -	-		Drinagh - - - - -	-	
Newcastle, Upper -	-		Eardownes, Great -	-	
Newtown, Lower - -	-		Eardownes, Little -	-	Lady's Isle
Newtown, Upper - -	-		Hilltown - - - - -	-	
Tikillen - - - - -	-		Inish - - - - - -	-	
Saunderscourt - - -	-		Inish - - - - - -	-	
			Knockaneasy - - -	-	
			Lady's Island - - -	-	
			Loghinsherd - - -	-	
			Moortown - - - - -	-	
			Nethertown - - -	-	
			Nineacres - - - -	-	
			Nineteenacres - -	-	
			Pullingtown - - -	-	
			Raheenmore - - -	-	
			Rathdowney - - -	-	
			Ring - - - - - - -	-	
			Ring Green - - -	-	
			Ring, Little - - -	-	
			Ringsherane - - -	-	
			St. Awaires - - -	-	
			St. Margaret's - -	-	
			St. Vogues - - - -	-	
			Shilbrack - - - -	-	
			Shilmore - - - - -	-	
			Summertown - - -	-	
			Summertown - - -	-	
			Tedwards - - - - -	-	
			Threeacres - - - -	-	
			Ballydoyle - - - -	-	
			Ballynaas, Great -	-	
			Ballynaas, Little -	-	
			Bog, West - - - - -	-	
			Bog, East - - - - -	-	
			Braestown - - - -	-	
			Busherstown - - -	-	
			Churchlands - - -	-	
			Cloon - - - - - - -	-	
			Coalspit - - - - -	-	Mayglass.
			Cornerstown - - -	-	
			Courtlands, East -	-	
			Courtlands, West -	-	
			Cregg - - - - - - -	-	
			Cubslough - - - -	-	
			Damptown - - - - -	-	
			Fuddletown - - - -	-	
Allenstown, Big - -	-				
Allenstown, Little -	-				
Aughmore - - - - -	-				
Ballycowan - - - -	-				
Ballydrane - - - -	-				
Ballydungan - - -	-				
Ballyell, Beg - - - -	-				
Ballyell, Little - -	-				
Ballykelsh - - - - -	-				
Ballymacushin - - -	-				
Ballymacushin - - -	-				
Ballysampsan - - -	-				
Brittas - - - - - -	-				
Butlerstown - - - -	-				
Churchtown - - - -	-				
Fiveacre - - - - -	-				
Glaglig - - - - - -	-				
Gorteencrin - - - -	-				
Grahormack - - - -	-	Kilscoran.			
Grange - - - - - -	-				
Hillcastle - - - - -	-				
Hill of Sea - - - -	-				
Kilscoran - - - - -	-				
Kisha - - - - - - -	-				
Lough - - - - - - -	-				
Maytown - - - - - -	-				
Milltown - - - - -	-				
Muckranstown - - -	-				
Newtown - - - - - -	-				
Racecourse - - - -	-				
Rathcourse - - - -	-				
St. Iberius - - - - -	-				
Shilmain - - - - - -	-				
Sixacre - - - - - -	-				
Slad - - - - - - - -	-				
Stoneyford - - - - -	-				
Streamstown - - - -	-				
Trane - - - - - - -	-				
Twelveacre - - - - -	-				

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.		WEXFORD—continued.	All the Town- lands in this Union are in the County of Wexford.	
Ardamus, Great -			Ballycarran -		
Ardamus, Little -			Ballygarvey -		
Beebe -			Ballykereen -		
Brankisk -			Ballyknockan -		
Baggardstown -			Ballymurragh -		
Bardygregan -			Bearlough -		
Bernbertstown -			Blunsheens -		
Boughgunnen, Great			Burrow -		
Boughgunnen, Little			Bush -		
Buckenstown -		Mayglass.	Cottage -		
Biddletown -			Dooganswarren -		
Bountpleasant, or Ta-			Drimagh -		
brunnan -			Ford of Ling -		
Brittstown -			Ford of Ling -		
Clulwich -			Grange, Big -		
Cindalstown -			Grange, Little -		
Cerwood -			Hopeland -		
Ceverspring -			Island -		
Cig -			Lake, Big -		
Coodtown -			Lake, Little -		Rosslare.
			Loughard -		
Ballycappoge -			Martinstown -		
Begy Commons -			Mauritiustown -		
Berriestown -			Pollrankin -		
Bynestown -			Rathdowney -		
Block of the Rocks -		Newcastle.	Rathdowney -		
Bountaingate -			Ratholm -		
Bowcastle -			Rosehill -		
Bwaterpark -			Rosetown -		
Bwedagh -			Rosslarefort -		
Bwsherstown -			Trimmer -		
			Walshe's Lough -		
Bwintown -			Warren, Lower -		
Bwheeler's Hall -			Warren, Middle -		
Bwokfield -			Whitehouse -		
Bwrehtown -			Woodtown -		
Bwramacorra -			Yoletown -		
Bwbstown -			Three Islands -		
Bwnistown -					
Bwfield -			Ballyaddragh -		
Bwlystown -			Ballybing -		
Bwh Commons -			Ballyconor, Big -		
Bwyacres -			Ballyconor, Little -		
Bwteenminoge, Lower -			Ballycronigan -		
Bwteenminoge, Upper -			Ballycronigan -		
Bwestown, Little -			Ballygerry -		
Bwnstown -			Ballygillane, Big -		
Bwystown -			Ballygillane, Little -		
Bwavin, Lower -			Ballyhire -		
Bwavin, Upper -			Ballyhitt -		
Bwck -		Rathaspick.	Ballynote -		
Bwmerstown -			Ballyknockan -		
Bwtown -			Ballyreilly -		
Bwrfields -			Ballytrent -		
Bwplanour -			Ballywitch -		
Bwntown, Lower -			Bing -		
Bwntown, Upper -			Boher -		St. Helen's.
Bwnstown -			Burrow -		
Bwaspick -			Churchtown -		
Bwannon -			Coldblow -		
Bwmondstown -			Fasagh -		
Bwland -			Harristown -		
Bwghmolin -			Hayesland -		
Bwestown (Graves) -			Hilltown -		
Bwestown (Morgan) -			Hilltown -		
Bwestown (Ram) -			Killillane -		
Bwshpit -			Newhouses -		
Bwatyacres -			Newhouses -		
Bwestown -			Oldmill -		
			Riscraun -		
Bwbrennan, Big -			St. Helen's -		
Bwbrennan, Little -		Rosslare.	Tenacre -		
Bwbro -			Waddingsland -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
WEXFORD—continued.	All the Town-		WEXFORD—continued.	All the Town-	
Ballycorboys, Big	lands in this		Taghmon	lands in this	Taghmon
Ballycorboys, Little	Union are in		Yolegreu	Union are in	
Ballyhiho	the County of		Yolegreu	the County of	
Ballymacane	Wexford.			Wexford.	
Ballymurry			Ballagh		
Ballyregan			Ballagh Burrow		
Ballytory, Lower			Ballyboher		
Ballytory, Upper			Ballyboher		
Banoge			Ballyboy		
Bennettstown			Ballygullick		
Bunargate			Bargy		
Bunargate Strand			Butlerstown		
Cumshinstown			Butlerstown		
Churchtown			Churchtown		
Coddstown, Great			Cousinstown		
Coddstown, Little			Crosscales		
Coldblow			Genstown		
Coolkeran			Grageelagh		
Cotts			Grange		
Crylough			Grayrobin		
Ecclestown			Knockhowlin		
Elevenacre			Knockhowlin		
Faythe			Knocks		
Fence			Lingstown, Lower		
Furziestown			Lingstown, Upper		
Grageen			Linziestown		
Grageen, Little		Tacumshin.	Linziestown		Tomhagga
Graheeroge			Littlebridge		
Greenfield			Littlebridge		
Grogan			Littletown		
Grogan Burrow			Moortown, Great		
Hardyglass			Moortown, Little		
Harveystown			Mountpill		
Heaths			Mountpill Burrow		
Hilltown			Newhouse		
Millknock			Oldtown		
Muchrath			Paradise		
Muckstown			Paradise, Little		
Primestown			Pludboher		
Rathrolan			Rathnedan		
Rathrolan			Staplestown		
Rathshillane			Tenacre		
Reedstown			Tilladavin		
Ring			Tomhaggard		
Ring			Walshestown		
Ringknock					
Rostonstown			Ballyboggan		
Rostonstown Burrow			Ballynagee		
Sigginstown			Carricklawn		
Sigginstown			Clonard, Great		
Sigginstown Island			Clonard, Little		
Sigginstown Island, Little			Coolballow		
Tacumshin			Coolcots		
Yoletown			Cromwellsfort		
			Kerloge		
Aughfad			Killeens		
Ballynagale			Knockcumshin		
Blastknock			Laurstown		
Ballintarton			Maudlintown		
Brownescastle			Mulgannon		
Cloghulatagh			Newtown		
Cloonarane			Park		
Coolateggart			Pembrokestown		
Coolaw		Taghmon.	Rocksborough		
Coolcull, Big			Slipperygreen		
Coolcull (Moylers)			Strandfield		
Coolcull (Sheas)			Stonybatter		
Forest			Townparks		
Furlongstown			Townparks		
Knockbroad			Townparks		
Mulmontry			Whitemill, North		
Poulmarl			Whitemill, South		
Siginshaggard					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
<i>WEXFORD—continued.</i>	All the Town-lands in this Union are in the County of Wexford.	Wexford.	<i>YOUGHAL—continued.</i>		
Whiterock, North - - -			Inchiquin - - -	Cork - - -	Clonpriest.
Whiterock, South - - -			Knockmonalea, East - - -		
Whitewell - - -			Knockmonalea, West - - -		
Parishes :			Kyle - - -		
St. Bridget's - - -			Monearmore - - -		
St. Doologe's - - -			Mullarie - - -		
St. Iberius - - -			Pillmore - - -		
St. Mary's - - -			Redbarn - - -		
St. Patrick's - - -			Youghalpark - - -		
St. Selskar's - - -			Sixteen Islands - - -		
Allybeg - - -	- - - - -	Whitechurch.	Ballyanthony - - -	ditto - - -	Kilcronat.
Armoney - - -			Ballyknockane - - -		
Bicketstown - - -			Caher - - -		
Castlehaystown - - -			Glenacroghery - - -		
Colnagree - - -			Glenkeal - - -		
Conooney - - -			Kilcronat - - -		
Cungeer - - -			Kilcronat Mountain - - -		
Cungeer - - -			Kilnafurrery - - -		
Cystown - - -			Knocknagool - - -		
Cuddybeg - - -			Knocknanarrig - - -		
Culpeasty - - -	Cork - - -	Ardagh.	Lacken - - -	ditto - - -	Killeagh.
Cilkinstown - - -			Lyre - - -		
			Lyre Mountain - - -		
			Monaloo - - -		
			Reanduff - - -		
			Rearour, North - - -		
			Rearour, South - - -		
			Sandyhill - - -		
			Aghadoe - - -		
			Bakersclose - - -		
	ditto - - -	Clonpriest.	Ballycarnane - - -	ditto - - -	Kilmacdonogh.
			Ballycurraginny - - -		
			Ballyglassin - - -		
			Ballymakeaghbeg - - -		
			Ballymakeaghmore - - -		
			Ballinacarriga - - -		
			Ballynalahagh - - -		
			Ballyquirk - - -		
			Carhoo - - -		
			Clashdermot, East - - -		
	ditto - - -	Clonpriest.	Clashdermot, West - - -	ditto - - -	Kilmacdonogh.
			Corbally - - -		
			Corbally - - -		
			Curraghishal - - -		
			Drishanemore - - -		
			Dromdihy - - -		
			Glenanebeg - - -		
			Gortnagappul - - -		
			Inchanapisha - - -		
			Killeagh Gardens - - -		
	ditto - - -	Clonpriest.	Kilnasudry - - -	ditto - - -	Kilmacdonogh.
			Knockgorm - - -		
			Knocknaskagh - - -		
			Lagile - - -		
			Lisglasheen - - -		
			Lissacruce - - -		
			Moanlahan - - -		
			Monabraher - - -		
			Mountbell - - -		
			Mountuniacke - - -		
	ditto - - -	Clonpriest.	Aghavine - - -	ditto - - -	Kilmacdonogh.
			Ballydaniel - - -		
			Ballyfleming - - -		
			Ballyhonock - - -		
			Ballykinealy - - -		
			Ballymacoda - - -		
			Ballymakeagh - - -		
			Ballypherode - - -		
			Ballyskibbole - - -		
			Capel Island - - -		

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISION
<i>Youghal—continued.</i>			<i>Youghal—continued.</i>		
Curraghleagh - - -	Cork	Kilmacdonogh.	Ardsallagh - - -	Waterford	Ballyheeney.
Curraheen - - -			Ballycrompune - - -		
Finisk - - -			Ballyheeney - - -		
Glenawilling - - -			Ballyheeney - - -		
Gornaskehy - - -			D'Loughtane - - -		
Gortavadda - - -			Kilmaloo, or Clashganny		
Gortavella - - -			Kilmaloo, East - - -		
Gortcorcoran - - -			Kilmaloo, West - - -		
Knockadoon - - -			Pillpark - - -		
Monagoul - - -			Raheen - - -		
Mountcotton - - -			Shanacoole - - -		
Ring - - -			Tiknock - - -		
Shanakill - - -			Tinnabinnia - - -		
Yellowford - - -			Four Islands - - -		
Two Islands - - -					
Ballyclamasy - - -	ditto	Youghal.	Abartagh - - -	- ditto -	Clashmore.
Ballyhobert - - -			Ballindrumma - - -		
Ballymacask - - -			Ballinure - - -		
Ballynacarriga - - -			Ballynaclash - - -		
Ballyvergan, East - - -			Ballynamultina - - -		
Ballyvergan, West - - -			Clashmore - - -		
Banshy - - -			Coolbagh - - -		
Barnageehy, East - - -			Coolbooa - - -		
Barnageehy, West - - -			Craggs - - -		
Bawnmore - - -			Kilgabriel - - -		
Brooklodge - - -			Kilmore - - -		
Clashadunna, East - - -			Knockanearis - - -		
Clashadunna, West - - -			Knockaniska - - -		
Claycastle - - -			Lackamore - - -		
Cock-and-the-Bull - - -					
Copperally - - -	ditto	Youghal.	Ballyeelinan - - -	- ditto -	Glenwilliam
Curraghboy - - -			Ballynagleragh - - -		
Dysart - - -			Ballyquin - - -		
Foxhole - - -			Crushea - - -		
Glanaradotia - - -			Glenwilliam - - -		
Greencloyne - - -			Kilnockan - - -		
Kennel - - -			Liskeelty - - -		
Kilmagner - - -			Liskeelty - - -		
Kilnatoora - - -			Lissarow - - -		
Knockattigan - - -			Lissarow - - -		
Knockaverry - - -			Prap - - -		
Knocknacally - - -			Tonteeheige - - -		
Magnershill - - -					
Muckridge - - -			Aughnacurraveel - - -	- ditto -	Grallagh.
Muckridge Demesne - - -			Ballycurrane - - -		
Parkmountain - - -			Ballycurrane, North - - -		
Pipersbog - - -			Ballycurrane, South - - -		
Propoge - - -			Ballylangadon - - -		
Seafield - - -			Carronadavderg - - -		
Springfield - - -			Carronbeg - - -		
Summerfield - - -			Cladagh - - -		
Sweetfields - - -			Cloghraun - - -		
Whitebarn - - -			Glenlicky - - -		
Williamstown - - -			Grallagh, Lower - - -		
Youghallands - - -			Grallagh, Upper - - -		
			Knockatoor - - -		
Ardocheasty - - -	Waterford	Ardmore.	Lackamore - - -		
Ardoginna - - -			Monagilleeny - - -		
Ballynamertinagh - - -			Moyng - - -		
Ballynamona - - -			Reanaboola - - -		
Bawnagarrane - - -			Toor - - -		
Crossford - - -			Toor, South - - -		
Crossford - - -					
Curragh - - -			Addrigoole - - -	- ditto -	Grange.
Duffcarrick - - -			Ballybrusa, East - - -		
Dysert - - -			Ballybrusa, West - - -		
Farrangarret - - -			Ballybrusa, or Bruce- town - - -		
Monea - - -					

UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.	UNION AND TOWNLANDS.	COUNTY.	ELECTORAL DIVISIONS.
YOUGHAL—continued.			YOUGHAL—continued.		
Ballykilmurry - -	Waterford	Grange.	Monatray, Middle - -	Waterford	Kinsalebeg.
Ballylane - - -			Monatray, West - -		
Bawnacommera - -			Moord - - -		
Bawnard - - -			Mortgage - - -		
Bappagh - - -			Newtown - - -		
Blashanahy - - -			Pilltown - - -		
Bush of Grange - -			Prospecthall - -		
Grange - - -			Rath - - -		
Knockaunagown - -			Springfield, Lower - -		
Knockmeelmore - -			Springfield, Upper - -		
Knocknastooka - -			Toberagoole - - -		
Kissaniska - - -					
Kisteige - - -					
Mill and Churchquarter					
Moanballyshivane - -	- ditto -	Kinsalebeg.	Ballycondon - - -	- ditto -	Templemichael.
Newtown - - -			Ballycondon Commons - -		
Opdeen - - -			Ballydasoon - - -		
Planbally - - -			Ballyknock - - -		
Planalyra - - -			Ballynatray Commons - -		
			Ballynatray Demesne - -		
			Ballyrussel - - -		
			Boola - - -		
			Bridgequarter - - -		
Ballysallagh - - -			Carrigeen - - -		
Blackbog - - -			Castlemiles - - -		
Crumgullane, East - -			Cherrymount - - -		
Crumgullane, West - -			Coolbeggan, East - -		
Errananaspick - - -			Coolbeggan, West - -		
Gebe - - -			Garryduff - - -		
Justinane - - -			Harrowhill - - -		
Imeedy, East - - -			Killea - - -		
Imeedy, West - - -					
Knockbrack - - -			Lackaroe - - -		
Knocknageragh, or Summerhill - - -			Newtown - - -		
Knockdarra - - -			Propoge - - -		
Monatray, East - - -			Rincrow - - -		
			Stael - - -		
			Templemichael - - -		

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 8 February 1864;

“THAT there be laid before this House (in continuation of Parliamentary Paper, No. 492, of Session 1863):

I.

“RETURN by the BOARD OF TRADE of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, during the Year ended 31st December 1863:”

II.

“RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon their respective Railways, in Passengers and Goods, during the Year ended 31st December 1863, and setting forth the several Particulars mentioned in the annexed Form, viz:—

Length of Line Open on 31st December 1863.			PASSENGER TRAFFIC.						GOODS TRAFFIC.						NUMBER OF TRAINS RUN.					
Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	Passenger Trains.	Goods Trains.	TOTAL.
			1st Class.	2d Class.	3d Class, including Parliamentary.	TOTAL PASSEN- GERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.				
M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.			

NO. OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.						RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EXPRESS.		RECEIPTS FROM PASSENGERS.					MINERALS.								
			1st Class.	2d Class.	3d Class or Parliamen- tary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class, including Par- liamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., con- veyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passen- ger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.
d.	d.	d.	d.	d.	d.	d.	d.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.

III.

“RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, of their respective WORKING EXPENDITURE during the Year ended 31st December 1863, showing the Length of Line open at that Period, and divided under the following Heads, viz:—

Maintenance and Renewal of Way and Works;
Locomotive Power (including Stationary Engines);
Repairs and Renewals of Carriages and Waggons;
Traffic Charges (Coaching and Merchandise);
Rates and Taxes;
Government Duty;

Compensation for Personal Injury, &c.;
Compensation for Damage and Loss of Goods
Legal and Parliamentary Expenses;
Miscellaneous Working Expenditure, not included in the foregoing;
Total Working Expenditure:”

“And, of the whole of the Rolling Stock of the several Railway Companies, and other Proprietors of Railways, divided under the following Heads, viz:—

Locomotives;
Carriages used for the Conveyance of Passengers only;
Other Vehicles attached to Passenger Trains;
Waggons of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise;

Any other Carriages or Waggons not included in the preceding Columns;

Total of the Five preceding Columns:”

IV.

“RETURNS by the several RAILWAY COMPANIES of their Authorised SHARE and LOAN CAPITAL, and of the Sums received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1863, specifying the Rate per Cent. of the Dividends for the Year 1863 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1863, classified according to the several Rates per Cent. of Interest; and the Capital authorised, and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to or Worked by the Subscribing Company, or are Independent:”

“And, of any Amalgamation, Working Arrangement, or SALE or LEASE of their Undertaking, carried into effect by them during the year 1863, under the authority of an Act of Parliament.”

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
8 February 1864.

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PART I.

ACCIDENTS.

RETURN by the Board of Trade, of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales*, *Scotland* and *Ireland* respectively, during the Year ended the 31st day of December 1863.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, from the 1st of January to the 31st of December 1863.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863: 10 Nov.	Brecon and Merthyr-Tydvil Junction.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Electric Telegraph Company severely injured by falling from a train in motion.
23 Jan.	Bristol and Exeter	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed, from his own want of caution.
24 May	- ditto -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide. A man laid himself down on the rails in front of an approaching train, and was run over and killed.
26 June	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child trespassing at Bridgwater, run over and killed.
4 July	- ditto -	-	-	2	-	-	-	-	-	-	-	-	-	-	-	Engine of a passenger train got off the rails at a curve near the Weston Junction. Two passengers slightly injured.
19 Sept.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company fell or jumped from train in motion, and was killed.
26 Sept.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Switchman knocked down and killed by engine, from his own want of caution.
27 Oct.	- ditto -	-	-	-	-	-	-	2	1	-	-	-	-	-	-	Three labourers struck by a train whilst cautiously working on the line. One killed, and the other injured.
3 Aug.	Great Eastern	7	30	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train thrown off the rails by coming into collision with a heifer on the Lynn Hunstanton line. Seven passengers killed and thirty injured.
2 Nov.	- ditto -	-	-	3	-	-	-	4	-	-	-	-	-	-	-	Collision at night, between a passenger train and a goods engine, at the Brickgoods station. Three passengers, driver, fireman, and guard of the passenger train, and the fireman of the goods engine injured.
16 Dec.	- ditto -	-	-	-	-	1	4	-	-	-	-	-	-	-	-	Up passenger train, which had to get off the down line in consequence of the line being blocked near Brentwood into a siding, the points of which were held. Fireman killed; guard, driver, and two sorting clerks injured.
30 Dec.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Brentwood, between an express train and a goods truck. No person injured.
6 Jan.	Great Northern	1	13	-	-	-	-	-	1	-	-	-	-	-	-	Collision at the Knottingly Junction, between a passenger train from York and a passenger train from Leeds, both belonging to the Great Northern Railway Company. One passenger killed, and three injured. Engine driver of the Leeds train also injured.
4 April	- ditto -	-	-	3	-	-	-	-	-	-	-	-	-	-	-	Tyre of one of the leading wheels of the engine of an express train broke near Little Bytham station, causing the train to get off the rails. Three passengers injured.
25 May	- ditto -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger killed from his own want of caution in getting out of a train in motion.
1 Oct.	- ditto -	-	-	2	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train, at the Huntingdon station. Passengers slightly injured.
3 Dec.	- ditto -	-	-	-	-	1	3	-	-	-	-	-	-	-	-	Collision at New England, near Peterborough station, between two engines of a goods train. One guard, riding on the engine, killed; and the guard of the goods train injured. Driver of the goods train also injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863 : Dec.	Great Northern—con- tinued.	-	-	-	-	nil	-	-	-	-	-	-	-	-	-	A drawbar of a waggon in an up goods train broke near Corby, throwing several waggons on to the down line. A down coal train ran into the waggons, causing both lines to be blocked. No person injured.
Dec.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	1	On the following day only one line was used, and a collision occurred within the signals at the Corby station, by a coal train running into a goods train. A cattle-drover and engine-driver injured.
Feb.	Great Western	-	30	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Farringdon-street terminus of the Metropolitan Railway, between two passenger trains meeting on the same line. Thirty passengers slightly injured. The accident occurred from the pointsman turning the outgoing train on to the wrong line.
Mar.	- ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision on the incline near the Stafford Road Junction. A passenger train had been brought to a stand, the engine being short of steam, and was run into by a following goods train. Seven passengers injured.
Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carriage greaser, at Birkenhead, run over and killed in getting off a train in motion.
Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Woman, a passenger, knocked down and killed by a train at the Port Talbot station of the South Wales Division, whilst incautiously crossing the line.
June	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Connecting rod of the engine of a goods train broke (when between Newport and Cardiff, on the South Wales line) and knocked a hole in the boiler. The engine-driver, endeavouring to avoid the steam, fell off and was killed.
Aug.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Axle of engine of 7.15 a.m. express train from Birmingham to Paddington broke. No person injured.
Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
Jan.	Lancashire and York- shire.	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Wakefield station, between a passenger train and a goods train. Four passengers injured.
Mar.	- ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Part of a passenger train got off the rails at the junction with the Oldham and Guidebridge line, near the Ashton station, in consequence of the pointsman shifting the points before the whole of the train had passed over them. Three passengers slightly injured.
July	- ditto - - -	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at Sowerby Bridge station. Fourteen passengers injured.
Mar.	Llanelly Railway and Dock.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carriage cleaner run over and killed whilst incautiously crossing the line.
Aug.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
Sept.	London and Blackwall	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Switchman run over and killed from his own want of caution.
Sept.	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran off the line at the entrance to the Fenchurch-street station, and knocked down part of the parapet wall. Two passengers slightly injured.
Jan.	London and North Western.	-	5	-	-	-	2	-	-	-	-	-	-	-	-	Collision. Mail train overtook a goods train on the Whiston Incline. Five passengers, the driver of the passenger train, and the driver of an engine which was assisting the goods train, were injured.
Feb.	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal waggon, which had been blown out of a siding near Preston. Two passengers injured.
Feb.	- ditto - - -	-	-	-	-	nil	-	-	-	-	-	-	-	-	-	Part of a passenger train got off the rails at facing points, south of the Crewe station. No person injured.
May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engineman, from want of caution, crushed to death between engine and waggon.
May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, having improperly walked along the line at Kenilworth station, instead of leaving the station by the departure gate.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from - Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863:																
20 April -	London and North Western—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman, from his own want of caution, came in contact with an overbridge near Nantwich, and was killed.
9 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed, from his own want of caution.
22 June -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person killed at an occupation level crossing.
6 July -	- ditto - - -	-	36	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an engine, at the Wolverhampton Station; 36 passengers injured.
28 Sept. -	- ditto - - -	-	12	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Garston Station, between passenger train from Manchester, and goods engine, which had been run out on a siding. 12 passengers injured.
6 Oct. -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision. The couplings of a wagon in Midland Company's goods train, broke at the top of the Whiston Incline, and some of the wagons running backwards down the incline, came into collision with an approaching passenger train. Two passengers slightly injured.
23 Oct. -	- ditto - - -	-	6	-	-	-	2	-	-	-	-	-	-	-	-	Collision at the Heaton Chapel Station, between an empty engine running into a passenger train. Six passengers, and guard, and engine driver slightly injured.
24 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
27 Oct. -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision. Train of waggons ran into passenger train at Aston Junction. Two passengers slightly injured.
2 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
3 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from imprudently jumping from a train in motion.
16 Dec. -	- ditto - - -	-	4	-	-	-	1	-	-	-	-	-	-	-	-	Passenger train left the line at facing point at Holt Iron Siding; 4 passengers and guard injured.
11 Jan. -	London and South Western.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Servant of Company, injured by a fall of earth, whilst loading ballast train in cutting.
12 Jan. -	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Servant of Company struck by a train, and injured severely, whilst making signal. The Company state that the accident occurred from causes beyond his own control.
20 March -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Cokeman run over and killed at the Banbury station, from his own want of caution.
12 May -	- ditto - - -	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision. An up special mixed passenger and market train met, and came into collision with a goods train on the single line between Wilton and Dinton. Nine passengers injured.
16 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter, incautiously shunting waggon, was crushed to death between buffers.
7 June -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter had his leg run over and injured whilst attempting to ride upon the step of a carriage.
27 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carpenter, in the service of the Company, fell from a waggon in motion, and was killed.
20 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Labourer, not in service of the Company, employed cutting grass on the side of the railway, near Wimbledon, incautiously got upon the line, and was run over and killed.
13 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers whilst incautiously coupling carriages.
14 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on line run over and killed, from his own want of caution.
18 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
1 Sept. -	- ditto - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger, leaning out of the carriage window, killed by his head coming in contact with a bridge between Portsmouth and Havant, the framework of which was too close to the carriage. Framework afterwards removed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863:																
Nov. -	London and South Western— <i>contd.</i>	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at the Feltham Station run over and killed from his own want of caution.
Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company killed whilst incautiously unhooking two tenders in motion.
Dec. -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Andover Station. Five passengers slightly injured.
Feb. -	London, Brighton and South Coast.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed from his own want of caution.
March -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Victoria Station between an engine belonging to the Brighton Company and a passenger train of the London, Chatham, and Dover Railway Company. Four passengers injured.
May -	- ditto - - -	3	59	-	-	1	1	-	-	-	-	-	-	-	-	The 5 p.m. passenger train from Brighton got off the rails near Streatham, on the Croydon and Balham Branch. Three passengers killed and 59 injured; driver killed and fireman injured.
Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	1*	-	-	-	-	Suicide. A man placed himself in front of an approaching train at New Wandsworth and was killed.
Oct. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	A bullock having escaped from its owner, after being taken out of a train at the Brighton terminus, ran along the line and was killed by the 1 a.m. goods train. Some of the trucks were thrown off the rails, and immediately afterwards another goods train ran into the wreck. No person injured.
Oct. -	- ditto - - -	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train entered the Three Bridges Station at too high a rate of speed, and, running into a blind siding, came into collision with the stationary buffer. Ten passengers slightly injured.
Sept. -	Manchester, Sheffield, and Lincolnshire.	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at the Ashton Station. Seven passengers slightly injured.
Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Collision near Guidebridge Station. The couplings of the tender of a special cattle train broke, and the cattle waggons running back down the incline, met and came into slight collision with a goods train. A cattle drover slightly injured.
Feb. -	Manchester, South Junction, and Altrincham.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer struck by an engine and killed whilst incautiously walking on the line.
Sept. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Second class passenger jumped from a train in motion and was killed.
Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed whilst incautiously working on the line.
Mar. -	Midland - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst trespassing near the Ampthill Road crossing.
Mar. -	- ditto - - -	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at Draycott Station. 20 passengers injured.
June -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	An excursion train passenger killed in attempting to get into a train in motion.
June -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at the Tinwell public level crossing.
July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
July -	- ditto - - -	-	12	-	-	-	-	-	-	-	-	-	-	-	-	A passenger train at the Derby Station being pushed from the ticket platform into the station, was turned on to the wrong line by neglect of the pointsman, and came into collision with an engine which was standing on the line. 12 passengers very slightly injured.
Sept. -	- ditto - - -	-	12	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Water-lane Junction, near Leeds, between a passenger train belonging to the Midland and a passenger train belonging to the North Eastern Railway Company. 12 passengers slightly injured.
Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Man assisting in moving trucks at the Syston Station crushed to death between buffers from his own want of caution.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863 : 29 Sept. -	Midland—continued.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at Pinxton Gate House, public level crossing.
8 Nov. -	- ditto - - -	-	2	-	-	-	1	-	-	-	-	-	-	-	-	Passenger train ran over a horse which had strayed on the line at Bradshaw's level crossing near the Mansfield Junction, a second class carriage was thrown off the rails. Two passengers, and a servant of the company slightly injured.
17 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a level crossing near Eckington.
28 Nov. -	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision. A passenger train overtook and ran into a coal train near the Lenton Junction. Guard of passenger train slightly injured.
1 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed at the Wellington Station, Leeds, whilst incautiously standing on the line.
28 Feb. -	Maryport and Carlisle.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station master at Dearham run over and killed whilst incautiously crossing the line.
26 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death whilst incautiously coupling waggon to engine.
5 Jan. -	Monmouthshire	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Crumlin from goods train overtaking and running into a mineral train. Servant of contractor injured.
10 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Servant of contractor broke his leg in jumping from a train in motion.
19 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Platelayer slightly injured by a passing train from his own want of caution.
4 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Child trespassing. Arm run over by a train and afterwards amputated.
9 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's labourer run over and killed from his own want of caution.
29 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A painter in contractor's service run over and killed from his own want of caution.
3 July -	- ditto - - -	-	5	-	-	1	2	-	-	-	-	-	-	-	-	Passenger train got off the rails when passing the Cwm Bran Station. Driver killed, fireman and a servant of contractor injured. Five passengers also injured.
20 July -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger stumbled when getting out of train in motion, and was run over and killed.
29 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Servant of contractor (carpenter), incautiously standing on the line too close to rails was struck by a passing engine. Arm broken.
5 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Servant of contractor killed by falling from the end of a truck on which he was incautiously sitting.
2 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Mineral guard crushed to death between buffers whilst incautiously coupling trucks.
7 Oct. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Run over and killed at a public level crossing in Newport.
28 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Trespasser's thigh crushed by a train.
7 Sept. -	North Eastern -	-	-	8	-	-	2	-	-	-	-	-	-	-	-	Collision at the level crossing of the Station and Darlington Railway of the North Eastern main line near Darlington, between a passenger train and a mineral train. Eight passengers and engine driver and fireman injured.
28 Sept. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Hull Station between a passenger train and a coal train in consequence of some mischievous person having interfered with signals. One passenger slightly injured.
17 Oct. -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Third-class passenger fell and was injured getting out of a train in motion at North Shields Station.
4 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A girl (trespasser) injured by jumping from a goods van into which she had got perceived by servants of the company.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863 :																
19 Nov. -	North Eastern— <i>cont^d</i> .	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst incautiously uncoupling waggons.
14 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company run over and killed from want of caution.
15 Dec. -	- ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Part of a Parliamentary train got off the line near York in consequence of a defective rail breaking. Eight passengers injured.
14 Feb. -	North Staffordshire -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on the line run over and killed in attempting to get upon a train in motion.
1 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death, from his own want of caution, between waggons and "stops" in goods station at Hanley.
4 Jan. -	North Union - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at the Layland Station.
6 March -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of coal owner crushed to death between a train of waggons and a waggon which he was incautiously shunting.
14 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the line.
8 June -	Oswestry and Newtown.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard, from his own want of caution, fell from a train in motion at the Montgomery Station and was killed.
14 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay at the Kinnersley Station fell asleep on the line and was run over and killed.
8 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter crushed to death between waggons whilst incautiously crossing the line at the Newtown Station.
10 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Aberystwith and Welsh Coast line.
17 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
13 Aug. -	Preston and Wyre -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Blackpool Station from an excursion train and an ordinary passenger train meeting on the single line of rails laid down between Poulton and Blackpool. Five passengers injured.
14 Sept. -	St. Helens - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter killed from jumping from a train in motion.
13 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman crushed to death between waggons which he was incautiously shunting.
7 Oct. -	Shrewsbury and Hereford.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay's labourer run over and killed at Wellington from want of caution.
7 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer run over and killed near Ford Bridge Station from want of caution.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed in the Dinmore Tunnel.
15 Jan. -	South Devon - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at the Exminster Station.
1 March -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off the rails at Rattery Junction in consequence of the points being defective at the time; no person injured.
Feb. -	South Eastern - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Timekeeper in service of the Company run over and killed whilst incautiously walking on the line.
March -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company, from want of caution, crushed to death between a loaded waggon and buffer stops in a siding at Dartford Station.
April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay run over and killed at the Bricklayer's Arms Junction from his own want of caution.
July -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger killed from getting out of a train in motion at Blackheath Station.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863. 6 Aug. -	South Eastern	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed from want of caution.
8 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child trespassing, run over and killed.
28 Sept. -	- ditto -	-	-	2	-	-	-	-	-	-	-	-	-	-	-	Collision between an outgoing passenger train and a following engine in the London Bridge Station; two passengers very slightly injured.
8 Nov. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing at the Catford Bridge Station.
20 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman struck by a train and killed whilst incautiously standing on the rails making signals.
27 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Dec. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed from want of caution.
11 Dec. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Workman at London Bridge Station slipped, and was run over and killed.
22 Dec. -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger getting out on the wrong side of a carriage at the Greenwich Station was run over and killed by a passing engine.
24 Dec. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
1 Jan.	South Wales	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed whilst crossing at the Ferryside Station; had been warned not to cross.
19 Jan. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Swansea Coal Branch.
5 Mar. -	South Yorkshire	-	-	-	-	-	-	2	1	-	-	-	-	-	-	Two platelayers killed and one injured from being run over by a train through their own want of caution.
29 May -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously uncoupling truck.
25 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ballast train guard fell from train, and was killed.
24 Dec. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper run over and killed, from his own want of caution.
15 Feb. -	Stockton and Darlington.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
25 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard struck by an engine and killed, from his own want of caution.
13 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy trespassing, crushed to death between waggons at the foot of the Stanley Incline.
29 June -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayers run over and killed, from his own want of caution.
2 July -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Contractor's servant struck by an engine whilst incautiously walking on the line; arm had to be amputated.
7 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayers run over and killed, whilst incautiously crossing the line.
14 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously standing on the line.
26 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of contractor, from want of caution; crushed to death between waggons.
10 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Man employed at colliery siding at Beecroft, fell from a wagon, and was killed.
21 Oct. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Platelayers struck and injured by an engine from his own want of caution.
26 Nov. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard fell from a train in motion and was killed.
2 Dec. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy trespassing, run over and killed.
30 Aug. -	West Cornwall	-	-	-	-	2	1	-	-	-	-	-	-	-	-	Passenger train came into collision with lorry near Penarthen Bridge; driver and breakman killed, and fireman injured.

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1863. 11 Oct. -	West London - -	-	20	-	-	-	2	-	-	-	-	-	-	-	-	Collision near the Kensington Station from a London and South Western passenger train, and a London, Brighton, and South Coast passenger train meeting on the same line of rails; 20 passengers and the guard and fireman of one of the trains injured.
25 Mar. -	West Hartlepool Har- bour and Railway.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company incautiously riding on a waggon, fell off, and was run over and killed.
23 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser had his foot crushed by the wheels of goods waggon.
13 Aug. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman had his foot injured by wheel of waggon from his own want of caution.
23 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of goods train, from his own want of caution, fell off, and was run over and killed.
11 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser crushed to death between waggons.
24 July -	West Durham - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed from his own want of caution.
29 July -	Whitehaven Junction	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard run over and killed from his own want of caution.
23 Sept.	Whitehaven and Furness.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard run over and killed in attempting to get into a train in motion.
28 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard killed in attempting to get into a train in motion.
TOTAL for ENGLAND and WALES		12	371	13	1	7	29	66	12	5	-	25	4	1	2	

SCOTLAND.

1863. 17 Aug. -	Caledonian - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at the Greenock Station, fell, and was run over and killed.
7 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver of cattle train standing on the top of the coals in the tender, was killed by his head coming in contact with a bridge.
9 Oct. -	- ditto - - -	1	-	-	-	1	4	-	-	-	-	-	-	-	-	Collision between a passenger train and an engine at Port Glasgow Station; one passenger killed, one servant of Company killed, and two others injured. These servants were travelling to their work. The drivers of both engines were also injured.
20 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surfaceman run over and killed whilst incautiously standing on the line.
5 Jan. -	Deeside - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to get into a train in motion.
23 April	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Engine driver injured by falling between engine and tender, in consequence of the screw coupling giving way.
5 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed in attempting to get upon a train in motion.
26 Jan. -	Dundee and Arbroath	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion.
28 Oct. -	Dumfries, Lochmaben, and Lockerbie Junction.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 May -	Dundee and Perth; and Aberdeen Junction	-	1	-	-	1	2	-	-	-	-	-	-	-	-	One of the springs in the engine of a mail train broke, causing the engine to leave the rails near Kinfauns; driver killed, and fireman, and guard, and one passenger injured.
23 Feb. -	Edinburgh and Glas- gow.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed, near Redding.
24 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company killed in getting off a goods train in motion at the Lennoxtown Station.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863.																
28 July -	Edinburgh and Glas- gow.	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Run over and severely injured at the public level crossing at Bowling Basin.
4 Sept. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously crossing the line at the Dalmeir Station was struck by an engine and killed.
12 Feb. -	Forth and Clyde Junction.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Mixed passenger and goods train got off the rails between Kilmarnock and Jamestown Station; one passenger slightly injured.
9 Jan. -	Glasgow and Paisley Joint.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and had both legs cut off in the Eglinton Goods Station.
22 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Boy selling newspapers run over and seriously injured in attempting to get on the step of a carriage in motion at the Paisley Station.
23 July -	Great North of Scot- Scotland.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed whilst incautiously uncoupling waggons.
29 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and killed.
30 Oct. -	Inverness and Aberdeen Junction.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and killed.
19 Nov. -	Monkland - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and killed.
19 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A carter employed at the Bridgend Station struck by an engine and killed.
12 Jan. -	North British - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level crossing at Galashiels.
21 Aug. -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision.—The 4.25 p.m. passenger train from Edinburgh, overtook the 4.5 p. passenger train at Inveresk, the engine the latter having become disabled; five passengers slightly injured.
29 Oct. -	- ditto - - -	1	5	-	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger train and some contractor's trucks on the Peel Branch Line, which had broken away from the Leadburn, Linton, and Dolphinton Line, now in course of construction; one passenger killed, and five injured; driver and fireman also injured.
1 Jan. -	Portpatrick - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station master run over and killed whilst imprudently walking on the line at night.
6 July -	Perth Joint Station -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to get in train in motion.
28 Oct. -	Scottish Central - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 Dec. -	- ditto - - -	-	-	-	-	2	3	-	-	-	-	-	-	-	-	Collision.—Goods train ran into a passenger train at the Dunning Station, killing platelayers, and injuring three others. The accident, it is stated by the Company, occurred from the driver of the goods train disregarding signals.
10 March -	Scottish North Eastern	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Wagon shunter run over and killed whilst incautiously uncoupling waggons in motion.
21 March -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Woman run over and killed whilst passing near Coupar Angus Station.
8 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper incautiously walking along line was run over and killed.
19 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed from his want of caution.
2 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at Perth run over and killed whilst incautiously shunting an engine.
6 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers whilst incautiously shunting waggons at Dundee.
23 Nov. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion.
8 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company's agent knocked over and severely injured whilst incautiously crossing the line.
11 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company from his own want of caution fell from wagon, and was severely injured.
TOTAL for SCOTLAND - -		2	11	6	-	4	12	11	2	1	1	8	1	-	1	

IRELAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1863.																
14 July -	Belfast and Northern Counties.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer riding on a loaded lorry fell off and was killed.
1 August -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Electric Telegraph Company killed by jumping from a train in motion.
11 Sept. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger imprudently got upon the roof of a carriage, and walking along the train fell off and was killed.
28 Jan. -	Cork and Limerick Direct.	-	4	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at the Bruree Station. Four passengers and a guard injured.
24 July -	Cork and Youghal -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Queenstown Junction between two passenger trains, in consequence of the driver of one of them overrunning the Junction Station. Eight passengers injured.
21 April -	Dublin, Wicklow and Wexford.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed on getting out of a train at the Stilorgan Station before the train had stopped.
5 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman of contractor's ballast train crushed to death between van and pier at goods-store gates from his own want of caution.
4 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Ticket collector run over and killed whilst incautiously crossing the line.
24 Jan. -	Great Southern and Western.	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two persons (man and wife) trespassing were struck by a train; the wife was killed, and the husband severely injured.
26 July -	- ditto - - -	-	-	-	-	-	-	-	-	3	-	-	-	-	-	Three men, whilst crossing the Glenbane public level crossing in a cart, were struck by an engine and killed.
12 Aug. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child lying on the line run over and killed.
10 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Boy in service of Company crushed to death between buffers of waggons from his own want of caution.
18 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously walking on the line.
13 Mar. -	Irish North Western-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Child, daughter of station agent at St. Johnstons, killed in consequence of an engine coming into collision with a lorry upon which she was sitting.
27 March -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman killed whilst incautiously shunting waggons.
5 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed between Omagh and Newtown Stewart.
28 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Dro-more.
10 Oct. -	- ditto - - -	-	6	-	-	-	2	-	-	-	-	-	-	-	-	Passenger train thrown off the line near Fintona, in consequence, it is supposed, of some defect in a patent cast-iron sleeper. Six passengers and the driver and stoker injured.
8 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser struck by a train and injured.
15 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
21 Aug. -	Newry, Warrenpoint, and Rostrevor.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Plate-layer killed whilst shunting waggons.
27 April -	Ulster - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter fell from a train in motion, and was killed.
9 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A shunter at Lisburn Station fell from step of a van in motion, and was run over and killed.
17 April -	Waterford & Limerick	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and killed near Ballyhall Station on the Waterford and Kilkenny Section.
TOTAL for IRELAND - -		-	18	2	-	-	3	10	-	3	-	7	2	1	-	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	12	371	13	1	7	29	66	12	5	—	25	4	1	2	129	419
SCOTLAND - - -	2	11	6	—	4	12	11	2	1	1	8	1	—	1	32	28
IRELAND - - -	—	18	2	—	—	3	10	—	3	—	7	2	1	—	23	23
GRAND TOTAL - -	14	400	21	1	11	44	87	14	9	1	40	7	2	3	184	470

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1863, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1863.		TOTAL in 1862.	
	Killed.*	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - - -	11	371	2	11	—	18	13	400	24	536
From other causes beyond their own control	1	—	—	—	—	—	1	—	2	—
TOTAL - - -	12	371	2	11	—	18	14	400	26	536
Passengers Killed or Injured owing to their own misconduct or want of caution - -	13	1	6	—	2	—	21	1	9	—
Total number of passengers Killed or Injured from all causes - - - -	25	372	8	11	2	18	35	401	35	536
* Servants of company or of contractors Killed or Injured from causes beyond their own control - - - -	7	29	4	12	—	3	11	44	20	32
* Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - - -	66	12	11	2	10	—	87	14	89	25
Other persons crossing at level crossings -	5	—	1	1	3	—	9	1	18	1
Trespassers - - - -	23	4	8	1	7	2	38	7	42	2
Suicide - - - -	2	—	—	—	—	—	2	—	7	—
Miscellaneous - - - -	1	2	—	1	1	—	2	3	5	—
GRAND TOTAL - - -	129	419	32	28	23	23	184	470	216	600
Length of Railway open on the 31st December 1863, and on the 31st December 1862 -	miles. 8,568		miles. 2,013		miles. 1,741		miles. 12,322		miles. 11,551	

* The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies, not being required by law to do so, do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31 December 1863, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Pas- engers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured.
Collisions between Passenger Trains - - - - -	8	1	119	-	3	-	-	1	122
Collisions between Passenger Trains and other Trains or Engines - - - - -	19	-	112	2	12	-	-	2	124
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	6	-	29	1	5	-	-	1	34
Passenger Trains or Portions of Trains getting off the Rails - - - - -	8	10	108	2	4	-	-	12	112
Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order - - - - -	2	-	3	-	-	-	-	-	3
Wheels or Carriages of Passenger Trains breaking - - - - -	1	-	-	-	-	-	-	-	-
Springs breaking - - - - -	1	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	44	11	371	5	24	-	-	16	395
Collisions between Goods or Mineral Trains or single Engines - - - - -	4	-	-	1	5	-	2	1	7
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	-	-	-	-	-	-
Wheels or machinery of Engines attached to Goods or Mineral Trains breaking - - - - -	1	-	-	1	-	-	-	1	-
Wheels of Goods or Mineral Waggon breaking - - - - -	-	-	-	-	-	-	-	-	-
Springs breaking - - - - -	1	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	7	-	-	2	5	-	2	2	7
TOTAL to all Trains - - - - -	51	11	371	7	29	-	2	18	402

SCOTLAND.

Collisions between Passenger Trains - - - - -	1	-	4	-	-	-	-	-	4
Collisions between Passenger Trains and other Trains or Engines - - - - -	2	2	5	1	6	-	-	3	11
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	1	-	1	-	-	-	-	-	1
Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	1	-	1	1	2	-	-	1	3
Wheels or other Parts of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Springs breaking - - - - -	-	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	5	2	11	2	8	-	-	4	19
Collisions between Goods or Mineral Trains or Single Engines - - - - -	1	-	-	2	3	-	-	2	3
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Wheels of Goods or Mineral Waggon breaking - - - - -	-	-	-	-	-	-	-	-	-
Springs breaking - - - - -	-	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	1	-	-	2	3	-	-	2	3
TOTAL to all Trains - - - - -	6	2	11	4	11	-	-	6	22

IRELAND.

Collisions between Passenger Trains - - - - -	1	-	8	-	-	-	-	-	8
Collisions between Passenger Trains and other Trains or Engines - - - - -	1	-	4	-	1	-	-	-	5
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	1	-	6	-	2	-	-	-	8
Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Springs breaking - - - - -	-	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too high speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	3	-	18	-	3	-	-	-	21
Collisions between Goods or Mineral Trains or single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Wheels of Goods or Mineral Waggon breaking - - - - -	-	-	-	-	-	-	-	-	-
Springs breaking - - - - -	-	-	-	-	-	-	-	-	-
Cracking of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to all Trains - - - - -	3	-	18	-	3	-	-	-	21

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1863.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - -	10	1	131	-	3	-	-	1	134
Collisions between Passenger Trains and other Trains or Engines - - -	22	2	121	3	19	-	-	5	140
Passenger Trains running into Sidings or off their proper line, through Points being wrong - -	6	-	29	1	5	-	-	1	34
Passenger Trains or Portions of Trains getting off the Rails - - -	10	10	115	2	6	-	-	12	121
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	3	-	4	1	2	-	-	1	6
Axles or Wheels or other parts of Carriages of Pas- senger Trains breaking - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - -	1	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - -	52	13	400	7	35	-	-	20	435
Collisions between Goods or Mineral Trains or Single Engines - - -	5	-	-	3	8	-	2	3	10
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails -	1	-	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - -	1	-	-	1	-	-	-	1	-
Axles or Wheels of Goods or Mineral Waggons breaking - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - -	1	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mi- neral Trains - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains -	8	-	-	4	8	-	2	4	10
GRAND TOTAL to all Trains - -	60	13	400	11	43	-	2	24	445

PART II.

T R A F F I C, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon their respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1863.

THE Traffic Returns, which used formerly to be furnished to the Board of Trade by the several Railway Companies of the United Kingdom, in pursuance of the provisions of the Act 3 & 4 Vict. c. 97, are now obtained under Orders of the two Houses of Parliament.

In order to prevent reduplication in the mileage, each Company was directed, in returning the "Length of Line open," to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, each Railway Company was requested to count Return Tickets as two passengers, and children as whole passengers.

In order that the average fares per mile might be calculated in an uniform manner, the Companies were instructed to calculate them on the following principle:—"Divide the total obtained by adding together the ordinary fares for the *single* journey from either terminus of the line to every station on the line (including branches) by the total obtained by adding together the distance (in miles) of such terminus from each station."

The same instructions were given in respect of the express average fares for the *single* journey, in which case only the stations at which the express trains stop were to be counted.

All "Steam Boat," "Canal," and "Harbour" expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES -

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES; showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1862.	Length of Line open on 31st December 1863.				PASSENGER TRAFFIC.								GOODS TRAFFIC.						
		Length of Line on 31st December 1863.			TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
Aberdare (Leased.)	See "Taff Vale."	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Aberdare Valley (This is not a Passenger Line.)	See "Vale of Neath."																			
Aberystwith and Welsh Coast	See "Oswestry and Newtown."																			
Abingdon	See "Great Western."																			
Bdford (Leased.)	See "London and North-Western."																			
Bdford and Cambridge	See "London and North-Western."																			
Berks and Hants Extension	See "Great Western."																			
Bideford Extension	See "London and South-Western."																			
Birkenhead (Vested jointly.)	See "London and North-Western" and "Great-Western."																			
Birmingham, Wolverhampton, and Stour Valley (Leased.)	See "London and North-Western."																			
Bishops Waltham	See "London and South-Western."																			
Blackpool and Lytham			8	8		35,217		172,303	207,520					117						
Blyth and Tyne		28	10	18	28	10,104	216,809	101,976	334,889	12		2	182	123	144	61	1,678,955		1,678,955	28.5
Bodmin and Wadebridge		14		14	14	15	972	3,073	4,060				1	17	4	5	5,072	4,625	9,697	8.6
Boston, Sleaford, and Midland Counties	See "Great Northern."																			
Bourne and Essendine (Leased.)	See "Great Northern."																			
Bourton-on-the-Water	See "Great Western."																			
Brecon and Merthyr Tydfil Junction (From March.)				19	19	2,437	8,493	59,211	70,143		2	8	355	153	4,809	619	6,877	2,166	9,043	5.7
Bridport (Leased.)	See "Great Western."																			
Bristol and Exeter (Including "West Somerset" Bristol and South Wales Union)		121	75	46	121	155,452	877,869	238,168	1,271,489	272	1,210	3,441	5,162	22,939	104,142	1,339			107,389	287.
	See "Great Western."																			
Briton Ferry Floating Dock (This is not a Passenger Line.)	See "Vale of Neath."																			
Buckinghamshire (Leased.)	See "London and North-Western."																			
Calne	See "Great Western."																			
Cannock Mineral	See "London and North-Western."																			
Carlisle and Silloth Bay (Leased.)	See "North British."																			
Carmarthen and Cardigan		7		7	7	4,514	14,296	96,028	114,868		25	50	163	4		257			24,570	19
Chard	See "London and South-Western."																			
Cheshire Midland		13	13		13	16,961	22,427	230,500	269,898	24	11	433	130	40	90	212				13
Cleveland	See "West Hartlepool."																			
Cookermouth and Workington		9		9	9	4,900	41,187	19,655	65,751	8	16	21	125	367	6,752	18	169,707	22,732	192,439	18
Colchester, Stour Valley, Sudbury, and Halstead (Leased.)	See "Great Eastern."																			
Coleford, Monmouth, Usk, and Pontypool (Leased.)	See "Great Western."																			
Colne Valley and Halstead		12		19	19	5,914	15,180	53,545	74,639		11	30	209	311	4,171	6,927	19,609	1,926	21,535	15
Conway and Llanrwst	See "London and North-Western."																			
Cornwall		54	3	62	65	36,435	166,678	351,134	554,147	119	225	512	1,841	3,814	12,064	1,930	6,151	20,033	26,214	60
Cowes and Newport		5		5	5	20,817	78,064	13,168	112,049				342							
Cromford and High Peak (Mineral Line.)	Included in "London and North-Western."	34	3	31	34															
Dartmouth and Torbay	See "South Devon."																			
Denbigh, Ruthin, and Corwen (Denbigh to Ruthin.)		7		7	7	6,867	28,067	40,173	75,107	7	7	25	383	758	1,305	3,020	5,701	1,899	7,600	
Denbigh, Ruthin, and Corwen (Ruthin to Gwyddelwern.)	Not open for traffic.			9	9															
Powells* (This is not a Passenger Line.)		2	2		2												170,164	222,354	392,518	1

* The Dowlais Iron Company supply the whole of the Traffic over this Line with the exception of "General Merchandise."

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1863.

ENGLAND AND WALES.

respective RAILWAYS in PASSENGERS and GOODS, during the Year ended 31st December 1863.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Goods Trains.	TOTAL.		By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.					Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary). Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.							
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£			
70	-	4,870	32,775	-	32,775	-	-	-	-	-	814	-	2,099	-	2,913	32	-	2,915	-	-	-	-	-	-	-	2		
72	17,922	22,494	106,682	250,840	357,522	1'73	1'33	1'00	-	-	829	5,996	4,785	75	11,685	-	-	11,685	14	71,168	-	71,168	5,917	77,099	88			
71	590	1,161	4,006	5,825	9,831	2'44	1'55	1'08	-	-	-	33	86	-	119	3	-	122	1	526	338	864	804	1,769	1			
05	592	2,097	29,131	12,693	41,824	2'05	1'57	0'98	-	-	228	527	2,564	-	3,319	100	-	3,419	77	920	292	1,212	1,552	2,841	6			
90	6,702	49,092	796,294	230,802	1,076,896	2'38	1'77	0'99	2'75	1'91	45,543	100,409	36,341	2,150	184,443	20,918	9,855	215,216	5,398	-	-	19,289	88,284	112,971	328			
24	3,148	9,972	15,253	2,480	17,733	2'12	1'50	0'90	-	-	107	183	569	-	859	39	-	898	4	-	-	767	574	1,345	2			
75	460	4,635	52,749	5,875	58,424	2'36	1'63	0'99	-	-	963	987	5,220	63	7,253	576	-	7,829	13	-	-	-	917	930	4			
80	1,872	5,252	28,600	10,117	44,717	2'22	1'47	0'98	-	-	306	1,929	656	53	3,614	220	104	3,338	71	7,674	1,810	9,484	2,115	11,670	15			
ed. 192	-	3,392	Mixed, 53,708	-	53,708	2'79	1'96	0'99	-	-	407	697	1,869	-	2,973	244	15	3,232	73	917	114	1,031	3,126	4,230	7			
488	1,247	4,715	196,368	63,568	261,936	2'57	1'74	1'00	2'92	2'02	7,931	17,840	21,988	636	48,404	5,033	3,000	57,042	885	482	1,423	1,908	15,432	18,225	75			
110	-	5,110	22,401	-	22,401	2'66	2'00	0'89	-	-	668	2,454	594	-	3,716	208	22	3,944	-	-	-	-	-	-	39			
016	858	3,874	19,004	5,577	25,181	2'48	1'65	0'99	-	-	354	861	822	5	2,062	109	9	2,180	31	151	-	151	944	1,126	39			
-	16,452	16,452	-	32,904	32,904	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,476	1,476	1			

* Exclusive of 719% toll from the "London and South-Western" Railway Company.
† Exclusive of 481% returned by the Company as "Sundry Accounts."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec- ember 1862.	Length of Line open on 31st Dec- ember 1863.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							General Merchandise.	
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
East Grinstead - -	-	M.	M.	M.	M.	See "London, Brighton, and South Coast."				No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
East Lincolnshire (Leased.) - -	-	See "Great Northern."																		
East Somerset - -	-	See "Great Western."																		
Ely Valley - -	-	See "Great Western."																		
Exeter and Crediton - -	-	See "London, and South-Western."																		
Exeter and Exmouth - -	-	See "London, and South-Western."																		
Fleetwood, Preston, and West Riding Junction (Including "Preston and Longridge.") - -	-	8	1	7	8	2,423	3,598	92,714	98,755	35	14	-	339	288	115	62	40,558	19,732	60,290	3,00
Furness - -	-	50	30	20	50	30,977	75,220	275,827	582,033	39	115	461	2,593	-	-	-	180,229	718,030	898,289	205,11
Gloucester and Dean Forest (Leased.) - -	-	See "Great Western."																		
Great Eastern (Including "Colchester, Stour Valley, Sudbury and Halsted," "Lowestoft," "Northern and Eastern," "Royston and Hitchin," and "Waveney Valley.") - -	-	658	403	262	658	1,275,167	2,174,553	7,398,447	10,848,137	2,459	2,770	16,649	20,935	285,882	735,219	160,575	676,699	-	676,699	1,411,86
Lynn and Hunstanton - -	-	15	-	15	15	8,955	15,788	79,376	104,119	3	53	195	250	1,474	0,501	265	2,869	-	2,869	20,18
Tending Hundred - -	-	-	-	2	2	990	3,298	16,770	21,058	-	1	9	36	-	-	-	282	-	282	2,24
Ware, Hadham, and Buntingford - -	-	-	-	13	13	3,503	10,177	24,575	38,347	-	7	43	128	25	595	-	4,733	-	4,733	3,71
Total Great Eastern - -	-	673	403	282	673	1,288,577	2,204,816	7,519,168	10,911,633	2,462	2,781	16,853	21,319	287,381	742,495	160,810	684,583	-	684,583	1,438,90
Great Northern - -	-	350	328	25	353	532,572	1,020,934	2,442,416	4,925,022	2,687	6,619	15,609	19,526	190,530	543,513	67,970	1,370,517	-	1,370,517	1,507,53
(Including "East Lin- colnshire," "Nottingham and Grantham," and "Leeds, Bradford, and Halifax Junction," from 1st July.) - -	-																			
Boston, Sleaford, and Midland Counties - -	-	27	-	27	27	11,424	52,124	87,721	151,273	47	91	271	671	2,701	18,117	2,160	49,550	-	49,550	62,34
West Yorkshire (Late Bradford, Wake- field, and Leeds.) - -	-	12	10	2	12	28,741	45,491	220,518	294,756	96	171	734	936	2,658	11,406	1,689	117,783	-	117,783	177,73
Hornsea (Late Bradford, and Halifax Junction - -	-	8	-	8	8	4,890	13,615	40,492	53,997	18	63	1,322	479	6,367	19,064	710	10,720	-	10,720	12,73
(From 1st Jan. to 30th June.) - -	-	-	-	-	-	25,000	42,500	294,000	361,500	100	30	150	500	6,500	16,000	3,400	-	-	-	47,73
Stanford and Es- sendine - -	-	4	-	4	4	5,846	23,005	41,433	72,374	-	59	334	297	2,001	8,807	4,617	3,783	-	3,783	9,73
Norwich and Spalding - -	-	16	-	16	16	4,651	27,185	61,659	93,495	20	26	91	420	7,671	20,740	2,467	12,514	-	12,514	20,73
Bourne and Essendine - -	-	7	-	7	7	1,828	11,445	19,082	32,935	18	25	45	105	559	11,908	614	6,097	-	6,097	9,73
Ramsay (From 22nd July.) - -	-	-	-	6	6	543	3,903	7,797	12,249	-	5	18	22	95	713	362	1,164	-	1,164	2,73
Total (Great Northern) - -	-	424	338	95	435	645,405	2,142,302	3,215,718	6,003,513	2,934	7,089	18,634	22,956	209,702	650,268	104,239	1,572,472	-	1,572,472	1,887,73
Great North of Eng- land, Clarence, and Hartlepool Junction - -	-	See "North-Eastern."																		
(Leased.) - -	-																			
Great Western - -	-	1,148	783	400	1,148	3,008,750	6,020,904	8,028,509	17,148,163	1,975	8,522	44,434	33,106	166,139	516,518	148,982	3,007,615	1,850,766	4,858,381	2,358,73
(Including "Abingdon," "Benks and Hants Exten- sion," "Birkenhead," "Bourton on the Water," "Bridport," "Bristol and South Wales Union" (from 1st to 31st Jan. 1864), "Colford, Monmouth, Usk, and Pontypool," "East Somerset," "Ely Valley," "Leominster and Kingston," "Milford" (from 7th Sept.) "Much Wenlock and Severn Junc- tion," "Severn Valley," "Shrewsbury and Bir- mingham" and "Shrews- bury and Chester" Sec- tions, "Shrewsbury and Hereford" (a moiety), "Stourbridge," "Strat- ford upon-Avon," "Ten- bury" (a moiety), "Tewkes- bury and Malvern," "Vale of Langollen" (from 31st Aug.), "Wellington and Severn Junction," "West London Extension" (part of from 1st April), "Wit- ney," and "Wycombe.") - -	-																			
Bristol and South Wales Union (From 8th Sept. to 31st Dec.) - -	-	-	-	-	-	4,354	23,189	42,039	70,081	-	-	10	130	-	-	-	217	18	235	2,35
Calne (From 3d Nov.) - -	-	-	-	5	5	734	6,176	1,845	8,745	-	1	14	60	3	-	6,205	766	212	978	9,78
Nantwich and Market Drayton (From 20th Oct.) - -	-	-	-	11	11	763	5,236	6,642	12,661	-	1	49	75	48	78	622	73	698	6,98	
Vale of Langollen - -	-	-	-	-	-	7,787	3,031	40,723	51,575	-	50	87	253	-	-	-	-	-	-	-
(From 1st Jan. to 1st Aug., the remainder in "Great Western.") - -	-																			
Total Great Western - -	-	1,148	783	410	1,149	3,012,888	6,058,576	8,119,738	17,201,221	1,975	8,574	44,644	33,633	166,100	516,565	155,265	3,009,320	1,851,066	4,860,386	2,360,73

* This information cannot be given, as the Live Stock are counted by Waggon Loads.

† This Company counts each child's ticket as representing half a passenger.

‡ Including Minerals, other than "Coal."

§ Return made for 13 months ending 31st Jan. 1864.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1863.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.				RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.										TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.										Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	Total Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	Total Receipts from Goods Traffic.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
					1st Class.	2d Class.	3d Class or Parlia-mentary.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Pas-sengers.	Coal and Coke.	Other Minerals.	TOTAL.																
1,738	4,668	20,440	12,166	32,006	2'00	1'50	1	-	-	121	126	1,007	76	2,239	50	-	2'28	10	1,183	1,561	2,714	439	3,253	5,506							
3,373	22,816	147,982	211,734	359,666	2'54	1'99	0'99	2'54	1'99	3,712	5,117	11,201	131	20,251	2,146	-	22,397	382	17,238	81,237	98,560	27,726	126,608	149,000							
7,701	102,426	3,202,269	2,367,542	5,569,811	2'40	1'90	1'00	2'87	2'00	168,588	212,816	293,292	23,286	702,972	47,126	21,490	771,198	76,138	112,860	-	112,860	526,775	715,709	1,487,200							
711	3,473	37,323	7,224	41,547	2'50	2'00	1'00	-	-	744	947	2,383	7	4,971	158	-	4,520	164	351	-	351	2,158	2,671	7,224							
1,659	3,495	11,250	1,677	12,927	2'50	2'00	1'00	-	-	38	86	255	-	379	7	-	386	-	12	-	12	267	270	64							
336	1,876	18,293	7,155	25,448	2'50	2'00	1'00	-	-	276	538	642	-	1,456	57	-	1,507	5	298	-	298	529	826	2,334							
10,010	201,270	3,260,135	2,383,598	5,652,733	-	-	-	-	-	169,616	214,377	301,862	23,293	709,173	47,348	21,490	777,923	76,366	113,161	-	113,161	529,721	719,185	1,497,100							
12,605	63,989	2,946,484	3,548,788	6,495,272	2'13	1'60	0'99	-	-	166,611	233,977	334,132	11,509	505,922	76,512	9,434	681,968	12,182	275,691	-	275,691	533,191	800,677	1,332,000							
included in "Great Northern."					2'50	1'75	0'90	-	-	1,120	1,379	1,245	75	4,019	268	-	4,227	278	2,388	-	2,388	4,174	6,840	11,014							
Ditto	1,252		Ditto	16,902	2'27	1'60	1'00	-	-	2,729	3,816	3,691	208	9,811	326	24	10,166	89	71	-	71	7,864	8,618	118,438							
Ditto			Ditto		2'50	2'00	1'00	-	-	268	379	298	16	955	113	-	1,068	155	589	-	589	1,100	1,851	42,000							
Ditto			Ditto		-	-	-	-	-	1,000	1,250	6,993	169	9,103	250	38	9,691	155	-	-	-	6,692	6,847	116,500							
Ditto			Ditto		3'00	2'00	1'00	-	-	250	532	278	-	880	205	-	1,085	136	140	-	140	600	945	42,000							
Ditto			Ditto		2'60	1'70	0'97	-	-	514	725	571	19	1,829	53	-	1,882	282	420	-	420	1,702	2,134	44,310							
Ditto			Ditto		2'88	1'90	1'00	-	-	119	168	132	9	428	22	-	450	37	205	-	205	351	799	112,000							
Ditto			Ditto		3	2	0'95	-	-	36	51	40	-	127	4	-	131	3	30	-	36	156	195	43,000							
3,857	65,241	2,946,434	3,563,690	6,512,174	-	-	-	-	-	172,050	242,327	197,023	11,090	623,390	77,723	9,558	710,671	43,311	238,896	-	238,896	*353,351	888,495	1,594,100							
1,817	325,932	4,537,136	5,407,527	12,004,663	2'06	1'53	0'90	2'45	1'73	128,711	659,612	473,570	10,161	1,581,087	156,420	56,326	1,793,833	-	451,737	-	451,737	1,213,776	1,665,507	3,159,300							
-	1,023	12,593	-	12,593	2'04	1'53	0'93	-	-	371	1,228	1,163	-	2,762	54	-	2,816	-	16	-	16	6	22	2,880							
-	760	3,990	-	3,990	3'13	2'08	0'95	-	-	39	215	42	-	294	15	-	309	41	90	-	90	378	504	81							
-	781	7,890	-	7,890	2'40	1'60	0'97	-	-	60	311	181	-	552	42	-	594	-	-	-	-	163	163	75							
-	1,942	11,652	-	11,652	2'90	2'00	1'00	-	-	336	828	601	-	1,815	83	9	1,916	-	-	-	-	-	-	1,916							
3,917	330,426	9,573,281	5,437,527	12,040,788	-	-	-	-	-	429,537	662,222	473,557	19,161	1,586,516	156,617	56,835	1,799,162	49	451,843	-	451,843	1,214,312	1,666,199	3,465,600							

* Including Receipts for the Carriage of Minerals other than Coal.

† These Receipts are net, the amount paid to the "Great Northern" for working the Line, being included in that Company's Receipts.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1862.	Length of Line open on 31st December 1863.			PASSENGER TRAFFIC.										GOODS TRAFFIC.					
		Double.	Single.	Total.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				
					1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
		M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Hereford, Hay, & Brecon (From 1st July.)	-	-	-	14	14	1,875	5,443	27,890	35,208	-	6	36	271	160	100	16	3,218	580	3,798	
Hereford, Ross, and Gloucester	See "Great Western."																			
Horncastle	See "Great Northern."																			
Kendal and Windermere (Leased)	See "London and North-Western."																			
Kent Coast	See "London, Chatham, and Dover."																			
Knighton	See "London and North-Western."																			
Lancashire and Yorkshire (Including part of the "North Union.")	375	368	14	*382	1,882,836	3,684,549	19,642,712	16,210,097	2,385	1,592	5,531	31,312	190,602	494,136	60,154	2,112,764	805,440	2,918,204	2,5	
Preston and Wyre } Section } (Leased to "London and North-Western," and "Lancashire and Yorkshire," but worked by the latter Company.)	28	17	11	28	96,543	155,376	350,119	602,038	1,452	281	1,120	2,971	15,410	2,315	8,031	97,305	74,118	171,423		
Lancaster and Carlisle	See "London and North-Western."																			
Leeds, Bradford, and Halifax Junction† } Gildersome Branch. } (From Jan. 1st to 30th June.) } (See also "Great Northern.")	-	-	-	-	4,150	1,635	116,390	122,175	40	-	-	-	250	-	-	-	94,707	-	94,707	
Leominster and Kington	See "Great Western."																			
Lewes and Uckfield	See "London, Brighton, and South Coast."																			
Liskeard and Caradon } (This is not a Passenger Line.)	10	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	11,635	34,918	46,553	
Llanelli Railway & Dock (Including "Vale of Towy.")	47	-	-	47	47	3,541	7,333	134,955	145,829	120	9	8	482	289	526	1,074	413,972	39,206	452,278	
Llanidloes and Newtown	See "Oswestry and Newtown."																			
Llynvi Valley } (This is not a Passenger Line.)	21	-	-	21	21	-	-	-	-	-	-	-	-	-	-	-	169,192	117,512	286,704	
London and Blackwall: } Blackwall Line proper } Traffic over the Black- } wall Railway from } Foreign Sources	5	5	-	5	580,650	3,314,329	75,346	3,970,325	297	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	1,186,325	1,061,560	4,324,110	6,571,995	1,483	-	-	-	-	-	-	-	30,115	-	30,115	
Total (London and Blackwall)	5	5	-	5	1,766,975	4,375,889	4,399,456	10,542,320	1,780	-	-	-	-	-	-	-	30,115	-	30,115	
London, Tilbury, and Southend Extension } Section of the "London and Blackwall" and "Eastern Counties."	41	41	-	41	165,687	179,823	527,780	873,290	429	13	228	600	3,076	4,671	1,245	2,296	-	-	2,296	
Thames Haven Branch	4	-	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Traffic over the Tilbury Line by																				
Great Eastern	-	-	-	-	17,116	6,099	146,597	169,812	-	50	285	141	90	371	60	-	-	-	-	
London and Blackwall	-	-	-	-	136,781	110,336	430,872	677,989	-	-	-	-	-	115	1,159	-	-	-	-	
North London	-	-	-	-	16,818	8,902	45,185	70,903	-	-	-	-	44	2,009	23,787	71	-	-	-	
Total (London, Tilbury, & Southend)	45	41	4	45	336,402	305,160	1,150,434	1,791,996	429	63	513	845	5,290	29,968	1,376	2,296	-	-	2,296	
London and Greenwich (Leased.)	See "South-Eastern."																			

* Includes 20 miles of North Union.

† This Company counts each child's ticket as representing half a passenger.

‡ Length of line included in Great Northern.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1863.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.							Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.							
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.					TOTAL.											
-	1,221	16,938	-	16,938	d.	d.	d.	d.	d.	-	-	-	-	-	242	301	938	-	-	1,531	82	-	-	1,613	8	323	54	377	492	787	2,900	
32,259	337,954	3,405,257	2,876,238	6,281,495	1'58	1'31	0'76	-	-	-	-	-	-	-	141,920	190,798	332,337	22,246	687,321	48,196	5,500	741,107	25,906	141,237	-	-	141,237	870,911	1,037,154	1,778,200		
5,649	19,604	119,047	66,702	185,749	1'42	1'24	0'80	-	-	-	-	-	-	-	9,271	10,036	13,738	1,433	34,483	2,602	400	37,485	498	4,771	7,092	11,863	16,909	29,270	66,702	1,000		
-	1,600	16,000	-	16,000	-	-	-	-	-	-	-	-	-	-	200	50	2,157	40	2,447	70	-	-	2,517	-	7,841	-	-	7,841	1,037	8,898	11,400	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,204	5,937	8,141	299	8,440	8,440	1,000	
1,840	3,730	66,060	62,943	129,003	2'14	1'61	1'00	-	-	-	-	-	-	-	536	591	4,628	145	5,900	25	39	5,904	33	14,325	2,640	16,974	6,236	23,243	29,270	2,000	1,000	
3,415	3,445	-	35,240	35,240	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,662	7,060	10,722	7,595	18,317	18,317	1,000	
-	42,018	168,072	-	168,072	2'41	1'61	0'97	-	-	-	-	-	-	-	11,753	39,732	501	1,790	53,776	274	-	54,050	-	-	-	-	-	-	-	-	54,050	1,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,043	5,802	19,385	1,504	33,734	470	-	34,204	-	861	-	861	11,240	12,101	46,300	1,000	1,000	
-	42,018	168,072	-	168,072	-	-	-	-	-	-	-	-	-	-	18,796	45,534	19,886	3,294	87,510	744	-	88,254	-	861	-	861	11,240	12,101	110,300	1,000	1,000	
739	16,196	246,608	24,622	271,230	1'03	0'74	-	0'96	0'68	7,055	2,658	15,961	2,386	28,060	239	-	28,299	232	136	-	28,299	232	136	-	136	626	904	29,270	2,000	1,000	1,000	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	220	139	1,190	-	1,558	346	-	1,904	14	-	-	1,904	14	-	-	-	-	-	2,624	2,638	4,500	1,000	1,000
-	-	-	-	-	-	-	-	-	-	5,541	1,737	10,979	-	18,257	877	25	19,159	31	-	-	19,159	31	-	-	-	-	4,368	4,390	23,500	1,000	1,000	1,000
-	-	-	-	-	-	-	-	-	-	749	87	1,474	-	2,310	4	-	2,314	326	-	-	2,314	326	-	-	-	-	-	-	326	2,640	1,000	1,000
739	16,196	246,608	24,622	271,230	-	-	-	-	-	13,565	4,621	29,613	2,386	50,185	1,466	25	51,676	603	136	-	51,676	603	136	-	13	7,618	8,357	60,000	1,000	1,000	1,000	

* Exclusive of 7,041L. returned by Company as "Canal Receipts," and 3,167L. as "Rents," and 162L. as "Tolls."

† Exclusive of 341L., "Excess Fares."

NAME OF RAILWAY COMPANY.	Length of Line open on 1st December 1862.	Length of Line open on 31st December 1863.			PASSENGER TRAFFIC.								GOODS TRAFFIC.					
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coals and Coke.	Other Minerals.	TOTAL.
		M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
London and North-Western (Including "Bedford," "Bedford and Cambridge," "Birkenhead" (a Moiety), "Birmingham, Wolverhampton, and Stour Valley," "Buckinghamshire," "Cannock Mineral," "Conway and Llanrwst," "Kendal and Windermere," "Knights," "Lancaster and Carlisle," "Merthyr, Tredegar, and Aber-gavenny," Part of the "North Union," "St. Georges," "Shrewsbury and Hereford" (a Moiety), "Shrewsbury and Welch-pool," "Shropshire Union," "South Leicestershire" (Nuneaton to Hinckley), "South Staffordshire," "Stockport, Disley, and Whaley Bridge," "Tenbury" (a Moiety), "War-rington and Stockport," "Watford and Rickmans-orth," and "West London.")	1,174	984	225	1,209	2,303,727	6,952,775	9,924,240	*19,185,751	5,372	10,575	34,340	32,559	524,885	1,160,508	404,277	6,118,611	-	6,118,611
London and South-Western (Including "Bideford Ex-tension," "Bishop's Wal-gram," "Chard," "Exeter and Crediton," "Exeter and Exmouth," "Lymington," "North Devon," "Ringwood, Christchurch, and Bourne-mouth," "Salisbury and Yeovil," "Staines, Wok-ingham, and Woking," and "Stokes Bay.")	505	320	193	513	2,056,634	4,865,040	2,258,008	*9,180,282	5,582	3,848	18,700	28,500	67,312	313,358	27,224	376,218	-	376,218
London, Brighton, and South Coast (Including "East Grin-stead," "Lewes and Uck-field," part of "Victoria Station and Pimlico," and "Wimbledon and Croydon.")	231	197	46	243	1,841,810	2,659,797	8,072,395	*12,574,003	6,004	6,535	16,616	20,240	17,422	140,073	11,125	244,110	85,070	330,080
London, Chatham, and Dover (Including "Kent Coast," "Mid-Kent (Brom-ley to St. Mary Cray)," "Sevenoaks, Maidstone, and Tonbridge," "Sit-tingbourne and Sheer-ness," and part of "Victoria Station and Pimlico.")	101	118	7	125	408,709	908,150	3,570,916	*4,887,775	323	457	2,362	5,173	13,500	39,217	529	-	-	-
Londonderry (Seaham) to Sunderland (Private Railway; Pro-perty of Lady Londonderry.)	7	6	1	7	5,410	12,184	162,569	180,163	4	-	-	126	-	-	-	621,050	126,093	747,743
Lowestoft Railway and Harbour (Leased.)	See "Great Eastern."																	
Lymington	See "London and South-Western."																	
Lynn and Hunstanton	See "Great Eastern."																	
Manchester, Buxton, Matlock, and Mid-lands Junction (Line leased to the "Lon-don and North-Western" and "Midland" jointly.)	See "Midland."																	
Manchester, Sheffield, and Lincolnshire	178	171	10	181	174,765	511,248	2,591,666	3,280,670	514	511	4,495	8,298	54,385	131,583	41,473	532,152	45,218	577,700
Manchester South Junc-tion and Altrincham (Joint Property of the "Manchester, Sheffield, and Lincolnshire" and "Lon-don and North-Western.")	9	9	-	9	332,945	243,750	1,241,178	1,817,873	736	69	854	3,307	69,452	88,768	39,211	66,472	105,377	261,849
Maryport and Carlisle	28	23	-	23	12,600	64,853	127,790	205,212	44	92	237	1,068	7,234	17,563	273	409,915	165,172	575,087

* This Company count each child's ticket as representing half a passenger.
† Exclusive of Lines belonging to other Companies but worked over by the London and South-Western; viz. Wokingham to Reading, 7 miles, Portsmouth to Hilsen, 4 miles, Dorchester to Weymouth, 7 miles; and including half the Joint Line between Havant and Portsmouth.
‡ Including minerals.

RAILWAYS :—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1863.

NUMBER OF MILES RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.				EX-PRESS.	RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.	TOTAL RECEIPTS FROM ALL		
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.	TOTAL.												
266,708	569,370	8,825,737	8,478,401	17,304,138	1'96	1'44	0'95	2'44	1'99	632,516	708,247	627,226	31,116	1,900,465	223,870	112,067	2,365,322	160,814	670,001	-	359,501	2,001,522	2,914,937	5,280			
68,594	233,734	3,526,501	1,557,868	5,083,869	2'40	1'61	0'98	2'68	1'95	262,810	344,141	212,653	45,492	865,096	66,533	21,023	953,252	18,745	36,282	-	36,282	318,584	373,611	1,320			
34,242	227,766	2,918,851	462,231	3,381,082	1'98	1'47	0'98	2'56	2'00	225,344	189,742	241,997	49,946	707,029	39,028	1,871	747,925	5,240	19,406	8,303	27,709	151,544	184,553	932			
2,569	64,518	1,101,530	155,267	1,256,797	2'45	1'66	0'95	2'73	1'88	53,925	51,223	78,252	2,630	186,030	9,716	88	195,864	2,476	-	-	-	45,211	47,687	243			
9,418	18,424	24,036	78,608	102,644	2'00	1'50	1'00	-	-	184	269	2,696	26	3,174	73	70	3,317	-	11,936	1,549	13,535	420	13,955	17			
32,853	101,463	1,102,538	1,122,574	2,225,112	2'48	1'77	0'97	-	-	31,306	54,212	92,313	5,008	182,839	23,160	2,600	208,599	10,914	57,418	5,205	62,655	317,082	390,649	599			
17,027	42,073	165,575	41,490	207,065	1'44	1'14	0'78	1'45	1'09	11,790	6,991	17,049	8,665	44,495	2,236	74	46,805	720	1,286	4,138	5,424	12,189	18,333	65			
9,920	12,654	76,552	220,720	297,272	2'49	1'80	0'99	-	-	2,187	5,627	7,767	226	15,807	978	842	17,627	782	28,666	12,907	40,973	12,587	54,342	71			

* Including Receipts for Carriage of Minerals other than Coal.
† Exclusive of 2,875^l. "assumed South-Eastern Toll," and 25,885^l. Rail Proportion of Steam Company's Earnings," and including 99,995^l. proportion due to other Companies.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1863.	Length of Line open on 31st December 1863.				PASSENGER TRAFFIC.							GOODS TRAFFIC.					
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
Merthyr, Tredegar, and Abercavenny (Leased.)	See "London and North-Western."									No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
Metropolitan (From 11th August.)	-	4	-	4	336,892	784,200	2,315,365	3,436,457	1,352	-	-	-	-	-	-	-	-	-
Midland (Including "North-Western.")	630	586	45	641	676,045	2,132,028	6,812,478	9,621,449	1,810	3,346	17,284	26,805	-	-	-	-	-	4,159,566
Manchester, Buxton, Matlock, and Midlands Junction	12	12	-	12	25,698	81,935	117,823	225,461	1	100	202	731	-	-	-	-	-	53,577
Redditch	5	-	5	5	5,600	20,753	73,202	99,555	-	5	31	312	-	-	-	-	-	12,647
Total "Midland"	647	608	50	658	707,343	2,233,814	7,003,508	9,946,465	1,810	3,451	17,517	27,898	-	-	-	-	-	4,225,780
Mid Kent	See "South-Eastern."																	
Mid Kent (Bromley to St. Mary Cray)	See "London, Chatham, and Dover."																	
Milford	See "Great Western."																	
Monmouthshire Railway and Canal (Railway Traffic only.)	49	30	10	49	15,159	85,590	592,102	692,851	30	78	222	1,221	1,462	6,594	3,010	1,060,929	649,173	1,710,102
Mountsorrel (This is not a Passenger Line.)	1	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Much Wenlock and Severn Junction	See "Great Western."																	
Nantwich and Market Drayton	See "Great Western."																	
Newtown and Machynlleth	See "Oswestry and Newtown."																	
North and South-Western Junction	5	4	1	5	111,556	408,917	1,628	522,101	8	-	-	-	3,818	18,060	291	168,134	-	168,134
Northern and Eastern (Leased.)	See "Great Eastern."																	
North-Eastern (Including "Great North of England," "Great North of England, Clarence, and Hartlepool Junction," and "Stockton and Darlington.")	1,080	688	407	1,095	774,119	2,805,783	6,753,132	10,333,034	2,721	3,579	23,890	33,417	298,797	948,549	120,158	9,073,725	2,473,450	11,547,184
Excursions	-	-	-	-	30,526	24,354	559,462	614,342	-	-	-	-	-	-	-	-	-	-
Total "North-Eastern"	1,080	688	407	1,095	804,645	2,830,137	7,312,594	10,947,376	2,721	3,579	23,890	33,417	298,797	948,549	120,158	9,073,725	2,473,450	11,547,184
North London	9	9	-	9	1,238,661	3,443,669	2,890,365	7,572,695	420	-	-	-	86,821	293,001	46,531	432,840	-	432,840
North Staffordshire	144	118	26	144	171,449	418,398	1,008,271	1,638,118	427	499	1,967	5,045	26,359	45,246	23,816	370,257	368,563	738,820
North Union (Leased jointly.)	See "Lancashire and Yorkshire," and "London and North-Western."																	
North-Western (Leased.)	See "Midland."																	
Norwich and Spalding	See "Great Northern."																	
Nottingham and Grantham	See "Great Northern."																	
Oldham, Ashton-under-Lyne, and Guidebridge Junction	5	5	-	5	8,832	42,585	298,325	349,742	4	4	53	442	-	-	-	-	-	-
Oswestry, Ellesmere and Whitchurch	See "Oswestry and Newtown."																	
Oswestry and Newtown (Including Llandudno and Newtown.)	42	3	53	56	12,220	72,692	300,904	395,816	9	126	339	1,706	8,703	17,372	9,515	50,452	116,283	169,735
Newtown and Machynlleth	-	-	23	23	8,319	17,008	71,507	96,834	-	55	114	324	1,016	893	45	2,545	6,982	9,527
Aberystwith and Welsh Coast	-	-	22	22	5,814	12,941	57,140	75,895	2	14	33	142	76	592	-	639	1,934	2,573
Oswestry, Ellesmere, and Whitchurch	-	-	11	11	1,955	3,858	25,522	31,335	-	7	17	111	6	-	-	1,702	1,869	3,571
Total "Oswestry and Newtown"	42	3	109	112	38,308	106,499	455,073	599,880	11	202	503	2,233	9,801	18,857	9,560	55,338	127,068	182,406
Pembroke and Tenby	-	-	10	10	Not opened for Traffic.													
Penarth Harbour Dock and Railway	6	6	-	6	-	-	-	-	-	-	-	-	-	-	-	183,533	112,283	295,816
Port Carlisle Dock and Railway (Leased.)	See "North British."																	
Preston and Longridge (Leased.)	See "Fleetwood, Preston, and West Riding Junction."																	
Ramsey	See "Great Northern."																	
Redditch	See "Midland."																	
Redruth and Chasewater (This is not a Passenger Line.)	9	-	9	9	-	-	-	-	-	-	-	-	-	-	-	46,252	89,153	85,407
Rhynafey	22	3	19	22	2,204	6,323	119,232	127,840	3	15	26	24	166	765	44	1,453,307	184,010	1,637,317
Ringwood, Christchurch, and Bourne-mouth	See "London and South-Western."																	
Royston and Hitchin (Leased to Great Northern.)	See "Great Eastern."																	
St. George's Harbour	See "London and North-Western."																	

* Exclusive of Lines belonging to other Companies, but worked by the "Midland," viz., South Yorkshire, 9 miles; Great Northern (King's Cross to Hitchin), 32 miles; and Great Western, 13 miles.

† This Company count each Return Ticket as representing two Passengers, and each Child's Ticket as half a Passenger.

‡ This Company count each Return Ticket and each Child's Ticket as representing One Passenger respectively.

NUMBER OF LINES RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.				RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
Goods Train.	TOTAL.	By Passenger Trains.		By Goods Trains.	TOTAL.	ORDINARY.		EX- PRESS.		RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Pas- senger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.							
		1st Class.	2d Class.			1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Pas- sengers.	Coal and Coke.	Other Minerals.	TOTAL.																
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
-	-	23,401	82,219	-	-	82,220	2'17	1'49	0'88	-	-	6,271	9,920	20,447	1,364	37,705	43	-	-	37,748	-	-	-	-	-	-	-	-	-	-	37,748
152,154	299,402	3,916,164	5,794,139	9,711,103	2'37	1'72	0'97	-	-	-	129,583	237,019	317,749	9,076	603,427	71,260	35,048	799,735	32,417	-	-	-	-	-	-	481,641	1,029,970	1,513,028	2,343,603	-	-
1,974	5,892	47,016	20,568	67,584	2'43	1'79	0'98	-	-	-	1,576	3,404	2,504	1	7,435	325	-	-	7,810	68	-	-	-	-	-	3,056	6,581	9,705	17,515	-	-
1,248	5,416	20,840	6,240	27,080	2'58	1'80	0'96	-	-	-	179	479	1,195	-	1,853	223	20	2,096	15	-	-	-	-	-	474	632	1,121	3,217	-	-	
153,376	310,710	3,984,820	5,820,947	9,805,767	-	-	-	-	-	-	131,338	240,002	321,448	9,077	702,795	71,508	35,068	809,641	32,500	-	-	-	-	-	-	485,171	1,037,083	1,554,754	2,304,395	-	-
41,971	55,090	151,979	326,596	478,575	2'51	1'48	0'98	-	-	-	1,053	3,246	13,854	158	18,311	892	91	19,294	180	36,945	43,340	80,285	27,181	107,646	126,940	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6,012	29,412	63,503	45,152	108,655	0'66	0'50	0'33	-	-	-	1,656	4,317	15	9	5,997	-	-	-	5,997	74	3,887	-	-	-	3,887	2,178	6,140	12,137	-	-	
183,229	367,433	4,193,263	8,628,756	12,822,019	2'14	1'49	0'85	-	-	-	146,716	236,736	320,320	17,033	720,855	97,400	40,690	858,945	61,961	705,858	258,608	964,461	876,792	1,903,214	2,762,159	-	-	-	-	-	
-	-	-	-	-	-	0'84	0'43	0'30	-	-	4,149	549	25,938	-	30,636	-	-	-	30,636	-	-	-	-	-	-	-	-	-	-	-	30,636
183,229	367,433	4,193,263	8,628,756	12,822,019	-	-	-	-	-	-	150,865	237,285	346,238	17,033	731,491	97,400	40,690	859,581	61,961	705,858	258,608	964,461	876,792	1,903,214	2,792,795	-	-	-	-	-	
23,187	81,096	583,404	394,706	978,110	0'71	0'47	0'47	-	-	-	27,181	47,229	43,953	1,948	120,311	8	-	120,314	2,053	28,452	-	-	28,452	55,168	85,673	205,987	-	-	-	-	-
32,011	61,976	628,739	664,342	1,293,081	1'99	1'51	0'99	-	-	-	15,138	27,875	43,724	1,429	88,166	6,555	669	95,390	3,068	28,175	38,181	66,356	137,403	206,827	*302,217	-	-	-	-	-	
732	10,453	58,245	4,392	62,637	2'10	1'53	0'95	-	-	-	382	583	3,587	14	4,566	90	15	4,671	-	-	-	-	-	-	637	637	5,305	-	-	-	-
2,011	12,184	254,307	85,760	340,067	2'47	1'97	0'97	-	-	-	2,623	5,555	10,205	59	18,442	916	-	19,358	554	5,339	8,447	13,786	19,123	33,463	52,821	-	-	-	-	-	
-	-	-	-	-	-	2'48	1'75	0'97	-	-	1,280	1,590	2,692	-	5,562	207	-	5,769	80	-	-	-	-	-	†2,858	2,938	8,707	-	-	-	-
-	-	-	-	-	-	2'46	1'79	0'99	-	-	417	713	1,200	12	2,342	73	-	2,415	6	-	-	-	-	-	624	630	3,045	-	-	-	-
-	-	-	-	-	-	2'61	1'84	0'96	-	-	163	226	647	-	1,036	101	-	1,137	1	-	-	-	-	-	441	442	1,579	-	-	-	-
2,011	12,184	254,307	85,760	340,067	-	-	-	-	-	-	4,483	8,084	14,744	71	27,382	1,297	-	28,679	641	5,339	8,447	13,786	23,046	37,473	66,152	-	-	-	-	-	
-	-	-	64,240	64,240	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,469	2,054	8,523	33	8,556	8,556	-	-	-	-	-
1,182	1,182	-	25,216	25,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,807	5,808	11,615	798	12,413	12,413	-	-	-	-	-
2,644	4,730	53,714	190,366	244,080	2'06	1'53	0'98	-	-	-	230	402	3,516	25	4,173	113	-	4,286	40	30,149	12,703	42,852	5,768	48,660	52,946	-	-	-	-	-	-

Exclusive of 25,029†, "Tolls from the London and North-Western Railway Company," and 4,983‡, returned by Company as "Rents and Tolls for Sidings, &c.," and inclusive of
 † "Tolls to the Midland Railway Company,"
 ‡ Including Receipts for the Carriage of Minerals.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st De- cember 1862.	PASSENGER TRAFFIC.								GOODS TRAFFIC.									
		Length of Line open on 31st De- cember 1863.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class including Parliamentary.	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
		M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
St. Helen's Canal and Railway (Railway Traffic only.)		23	12	11	23	53,767	159,131	319,015	531,913	222	60	165	339	361	749	3,806	916,407	-	916,407
Salisbury and Yeovil (Leased.)		See "London and South-Western."																	
Saundersfoot Railway and Harbour (This is not a Passenger Line.)		7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	40,782	-	40,782
Sevenoaks, Maidstone and Tunbridge		See "London, Chatham, and Dover."																	
Severn Valley		See "Great Western."																	
Shrewsbury and Here- ford		See "Great Western and London and North-Western."																	
Shrewsbury and Welch- pool		See "London and North-Western."																	
Shropshire Union Rail- way and Canal (Railway Traffic only.) (Leased.)		See "London and North-Western."																	
Sittingbourne and Sheerness (Leased.)		See "London, Chatham, and Dover."																	
Somerset and Dorset		49	31	35	66	23,788	168,324	61,426	253,538	20	96	410	589	6,000	14,007	1,127	-	-	28,334
South Devon (Including "South Devon and Tavistock" and "Dart- mouth and Torbay.")		77	30	47	77	127,452	443,600	850,681	1,421,733	326	584	2,021	4,626	8,484	16,299	372	30,475	35,813	66,288
South Devon and Tavistock (Leased.)		See "South Devon."																	
South-Eastern* (Including "Mid Kent")		282	262	20	382	1,293,618	2,630,880	3,482,091	10,406,619	2,013	2,092	8,570	17,031	27,605	186,251	6,202	166,013	-	166,013
London and Greenwich		4	4	-	4	277,752	673,578	2,097,104	3,048,434	208	-	-	-	2,040	-	-	-	-	-
Total		286	268	20	236	1,571,400	3,304,458	8,579,195	13,455,053	2,221	2,092	8,570	19,071	27,605	186,251	6,202	166,013	-	166,013
South Leicestershire (Nuneaton and Hinckley Ex- tension.) See also "Lon- don and North Western."		-	-	11	11	Not opened for Traffic in 1863.													
South Staffordshire (Leased.)		See "London and North-Western."																	
South Wales		See "Great Western."																	
South Yorkshire Rail- way and River Don		58	17	41	58	19,565	65,624	524,965	610,154	11	49	533	1,670	4,235	15,513	6,292	993,321	-	993,321
Staines, Wokingham, and Woking (Leased.)		See "London and South-Western."																	
Stamford and Essendine		See "Great Northern."																	
Stockport and Woodley Junction		-	-	3	-	3	2,890	6,006	100,244	100,140	-	-	-	98	-	-	-	-	-
Stockport, Disley, and Whaley Bridge		See "London and North-Western."																	
Stockton and Darlington		See "North-Eastern."																	
Stokes Bay Railway & Pier		See "London and South-Western."																	
Stourbridge		See "Great Western."																	
Stratford-upon-Avon		See "Great Western."																	
Swansea and Neath		See "Vale of Neath."																	
Swansea Vale		12	-	12	12	2,491	8,206	116,229	126,926	-	-	-	125	-	-	-	368,565	96,537	465,102
Taff Vale (Including "Aberdare.")		54	38	20	58	19,945	35,569	499,356	554,870	194	59	71	650	344	8,890	575	2,772,011	328,548	3,100,559
Tenbury		See "Great Western," and "London and North-Western."																	
Tendring Hundred		See "Great Eastern."																	
Tewkesbury and Malvern		See "Great Western."																	
Vale of Clwyd		10	-	10	10	18,709	51,221	100,851	170,781	27	22	35	614	2,143	1,957	6,791	25,915	6,337	32,252
Vale of Neath (Including "Aberdare Valley" "Briton Ferry," and "Swansea and Neath.")		36	26	18	44	9,438	35,242	406,000	450,680	12	43	13	623	-	-	-	688,506	145,187	833,693
Vale of Llangollen		See "Great Western."																	
Vale of Towy (Leased.)		See "Llanelli."																	

* Return for the year ending 31st January, 1864.

† Exclusive of lines belonging to other Companies, but worked over by the "South-Eastern" Railway Company, viz., Guildford to Ash, 8 miles; Tunbridge to Haslemere, 1 mile; Greenwich Junction to Croydon, 9 miles; and half of the Joint Line between Croydon and Redhill.

‡ Including minerals other than coal.

§ Including 15 miles open for mineral and goods traffic only.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.		AVERAGE FARES per Mile.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.											
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.							Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.	TOTAL RECEIPTS FROM ALL SERVICES OF TRAFFIC.		
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Coal and Coke.				Other Minerals.	TOTAL.						
30,987	44,145	65,021	234,089	299,110	1.95	1.58	0.93	-	-	-	1,429	2,876	4,626	229	9,160	511	-	-	9,671	27	39,392	-	-	39,392	27,730	67,149	76,820
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	488	-	-	488	-	488	48
710	18,240	205,899	31,406	237,305	2.57	1.72	1.00	-	-	-	1,738	6,849	2,262	80	10,929	690	60	11,679	486	-	-	-	-	-	10,228	10,714	+22,390
3,848	18,243	406,063	118,635	524,698	2.57	1.72	0.98	2.85	1.88	-	24,837	41,386	53,444	1,425	121,092	14,442	7,487	143,021	1,183	2,576	3,169	5,745	40,385	47,316	190,330	-	
9,024	98,926	2,732,802	810,744	3,543,546	1.87	1.34	0.82	2.27	1.68	-	244,609	231,046	230,235	20,436	726,326	61,200	20,202	816,788	7,901	27,709	-	-	27,709	266,833	302,443	1,119,230	
-	35,042	140,168	-	140,168	2.40	1.70	0.90	-	-	-	6,515	11,090	23,578	2,222	43,405	17	233	43,655	-	-	-	-	-	-	-	43,655	
9,024	128,968	2,872,970	810,744	3,683,714	-	-	-	-	-	-	251,124	212,136	253,813	22,658	769,731	61,277	20,435	860,443	7,901	27,709	-	-	27,709	266,833	302,443	1,162,880	
25,824	36,863	193,205	546,124	739,329	1.88	1.41	0.95	-	-	-	1,692	3,260	15,029	66	20,047	890	12	20,979	389	71,031	-	-	71,031	125,162	96,577	117,550	
-	4,859	18,345	-	18,345	2.18	1.45	0.91	-	-	-	105	116	899	-	1,120	100	-	1,220	-	-	-	-	-	-	-	1,220	
3,784	5,856	25,292	27,547	52,839	2.57	1.72	0.96	-	-	-	168	399	2,864	-	3,431	113	-	3,544	-	7,872	1,030	8,402	3,377	11,779	15,330		
20,026	26,823	100,168	471,749	571,917	2.05	1.55	1.00	-	-	-	1,928	2,108	16,510	370	20,916	158	1,000	22,074	170	215,844	24,465	240,809	21,208	261,687	283,760		
1,252	4,382	31,300	12,520	43,820	2.28	1.74	0.98	-	-	-	1,187	1,928	2,868	68	6,051	372	14	6,437	190	1,424	-	1,424	2,525	4,139	10,570		
5,757	7,921	71,831	172,126	243,957	2.36	1.49	0.99	-	-	-	893	1,852	14,067	128	16,940	625	-	17,565	-	54,546	13,650	68,196	19,017	87,213	104,770		

* Exclusive of 12,000*l.* Rent paid by the "London and North-Western" for the Warrington and Garston Line and exclusive of 20,455*l.* "Canal Receipts."

† Exclusive of 1,152*l.* returned by the Company as "Sundries."

‡ Including Receipts for carriage of minerals other than coal

§ Exclusive of 8347, returned by Company as "Rents."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1862.	Length of Line open on 31st December 1863.				PASSENGER TRAFFIC.								GOODS TRAFFIC.					
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.		LIVE STOCK.			MINERALS.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.						Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
		M.	M.	M.	M.					No.	No.	No.		No.	No.	No.	Tons.	Tons.	Tons.
Victoria Station & Pimlico	Line used by "London, Chatham, and Dover" and "London, Brighton, and South Coast."																		
Wansbeck	See "North British."																		
Ware, Hadham, and Buntingford	See "Great Eastern."																		
Warrington and Stockport (Leased jointly to "London and North Western" and "St. Helens.")	See "London and North-Western."																		
Watford and Rickmansworth	See "London and North-Western."																		
Waveney Valley	See "Great Eastern."																		
Wellington and Severn Junction	See "Great Western."																		
West Cornwall		42	1	41	42	25,232	184,058	153,637	362,947	31	37	71	304	1,135	2,245	381	63,254	14,542	82,796
West Hartlepool Harbour and Railway		52	36	16	52	19,989	111,059	276,570	410,618	118	71	134	772	2,858	21,613	2,401	1,615,190	274,851	1,890,041
Cleveland		-	-	12	12	-	-	-	-	-	-	-	-	-	-	-	7,233	274,347	281,580
Total (West Hartlepool)		52	36	28	64	19,989	111,059	276,570	410,618	118	71	134	772	2,858	21,613	2,401	1,622,423	549,198	2,171,621
West London Extension	Line used by "London, Brighton, and South Coast," "Great Western," "London and North-Western," and "London and South-Western."																		
West Midland	See "Great Western."																		
West Somerset	See "Bristol and Exeter."																		
West Somerset Mineral		7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	3,516	16,437	19,953
West Yorkshire (Late Bradford, Wakefield, and Leeds.)	See "Great Northern."																		
Whitehaven and Furness Junction		35	-	35	35	16,471	30,426	160,037	206,934	93	26	108	1,015	1,020	609	536	80,574	654,803	735,377
Whitehaven, Cleator, and Egremont		7	-	7	7	7,356	-	108,683	113,039	14	-	-	30	36	50	20	56,414	682,919	739,333
Whitehaven Junction		13	13	-	13	18,164	118,956	95,267	232,387	104	65	160	798	3,872	1,405	861	204,692	391,895	596,587
Willoughby D'Eresby's, Lord (Edenham to Little Bytham) (Private Railway)		4	-	4	4	366	1,501	3,226	5,093	-	3	11	15	363	3,384	-	2,159	-	2,159
Wimbledon and Croydon (Leased.)	See "London, Brighton, and South Coast."																		
Witney	See "Great Western."																		
Wycombe	See "Great Western."																		
TOTAL (ENGLAND AND WALES)		8,164	1,876	2,622	8,568	21,992,216	51,794,959	99,818,310	173,603,485	42,991	55,242	226,139	327,147	2,123,833	6,076,908	1,270,561	-	-	55,613,641

RAILWAYS :—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1863.

NUMBER OF INS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL		
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX- PRESS.	RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Pas- senger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.					
					1st Class.	2d Class.			1st Class.	2d Class.	3d Class or Par- liamentary.	Holders of Season and Periodical Tickets.	TOTAL from Pas- sengers.	Coal and Coke.					Other Minerals.	TOTAL.								
						1st Class.	2d Class.														3d Class including Parliamentary.			3d Class including Parliamentary.	3d Class including Parliamentary.		3d Class including Parliamentary.	3d Class including Parliamentary.
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
4,346	7,882	102,620	47,254	149,874	2'38	1'67	0'98	-	-	2,565	9,767	5,251	221	17,804	1,831	678	20,313	189	8,487	1,235	9,722	8,811	18,722	38				
12,283	30,617	137,810	484,737	622,547	2'06	1'50	0'89	2'30	1'75	1,296	6,005	7,304	432	15,037	1,202	12	16,251	347	113,632	9,104	122,736	53,560	176,043	194				
1,530	1,530	-	30,611	30,611	-	-	-	-	-	-	-	-	-	-	-	-	-	-	489	9,582	10,071	462	10,533	10				
13,813	32,147	137,810	515,348	653,158	-	-	-	-	-	1,296	6,005	7,304	432	15,037	1,202	12	16,251	347	114,121	18,686	132,807	54,022	187,176	203				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	2,034	2,520	562	3,082	-				
676	2,888	78,730	53,328	132,058	2'48	1'98	0'98	-	-	1,604	2,621	5,158	216	9,602	785	-	10,387	137	4,165	23,980	28,085	5,255	33,477	47				
7,088	9,988	14,932	30,752	45,684	1'58	-	0'91	-	-	131	-	1,325	17	1,476	48	-	1,524	10	1,998	20,304	31,302	382	31,684	33				
2,533	3,947	34,494	85,643	120,137	2'54	1'88	0'97	-	-	966	4,307	3,201	295	5,769	552	363	9,684	241	10,629	20,472	31,101	5,697	37,039	40				
-	3,162	Mixed. 13,043	-	Mixed. 13,043	2'00	1'23	0'07	-	-	13	31	54	-	98	15	-	113	17	166	-	166	177	360	-				
1,415,524	3,811,578	50,515,081	46,909,098	97,424,179	-	-	-	-	-	2,868,221	3,775,684	3,918,774	287,056	10,878,655	992,570	391,211	12,262,416	465,154	3,350,954	648,253	4,504,464	9,018,118	13,950,406	26,213				

SCOTLAND.

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon th

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1862.	Length of Line open on 31st December 1863.			PASSENGER TRAFFIC.										GOODS TRAFFIC.					
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Aberdeen and Turriff -	See "Great North of Scotland."										No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Alford Valley -	See "Great North of Scotland."																			
Alva -	See "Edinburgh and Glasgow."																			
Alyth -	See "Scottish North-Eastern."																			
Arbroath and Forfar (Leased.) -	See "Scottish North-Eastern."																			
Ayr and Maybole -	See "Glasgow and South-Western."																			
Banff, Macduff, and Turriff Extension -	See "Great North of Scotland."																			
Banffshire (Late Banff, Portsoy, and Strathisla.) -	See "Great North of Scotland."																			
Berwickshire -	See "North British."																			
Caledonian* (Including "Hamilton and Strathaven," and Dumfries, Lochmaben, and Lockerby Junction.") -		244	190	80	270	506,900	161,775	3,519,096	4,187,771	710	3,578	875	11,145	125,880	300,625	8,500	-	-	3,882,982	
Castle Douglas and Dumfries -	See "Glasgow and South-Western."																			
Crieff Junction -		9	-	9	9	6,274	10,861	26,627	43,762	-	-	84	166	1,636	5,860	1,040	10,164	1,946	13,109	
Deeside -		16	-	16	16	38,665	-	209,335	248,000	650	173	125	937	1,219	1,493	725	10,306	8,125	18,431	
Deeside Extension -		16	-	16	16	10,463	-	64,198	74,661	50	109	82	526	634	1,493	398	2,816	1,992	4,808	
Total (Deeside) -		32	-	32	32	49,128	-	273,533	322,661	700	282	207	1,463	1,853	2,996	1,123	13,122	10,117	23,239	
Devon Valley -	See "North British."																			
Drumpeller -	See "Forth and Clyde Navigation."																			
Dumfries, Lochmaben, and Lockerby Junction -	See "Caledonian."																			
Dunblane, Doune, and Callander -	See "Scottish Central."																			
Dundee and Arbroath -	See "Scottish North-Eastern."																			
Dundee and Perth, and Aberdeen Railway Junction (Including "Dundee and Newtyle.") -	See "Scottish Central."																			
Edinburgh and Glasgow* (Including "Edinburgh and Bathgate.") -		114	90	24	114	470,448	165,124	1,746,306	2,381,878	666	919	5,441	8,207	33,191	109,106	7,881	-	-	853,946	
Stirling and Dunfermline -		25	25	-	25	31,686	8,701	221,943	262,330	31	58	239	526	6,090	9,634	946	-	-	205,030	
Glasgow and Milngavie Junction -		-	-	3	3	14,583	-	58,191	72,774	21	1	5	139	-	236	-	-	-	8,327	
Alva -		-	-	4	4	2,402	1,086	25,198	28,686	1	3	2	49	3	400	10	-	-	1,884	
Total (Edinburgh and Glasgow) -		139	115	31	146	519,119	174,911	2,051,638	2,745,668	719	981	5,687	8,921	39,884	119,376	8,837	-	-	1,069,187	
Edinburgh and Bathgate (Leased.) -	See "Edinburgh and Glasgow."																			
Findhorn -	See "Inverness and Aberdeen Junction."																			
Formarine and Buchan -	See "Great North of Scotland."																			
Forth and Clyde Junction* -		30	-	30	30	10,314	-	76,441	86,755	40	64	87	343	792	3,852	41	38,493	15,987	54,480	
Forth and Clyde Navigation Station (Owners of the "Drumpeller Railway.") This is not a Passenger Line. -		1	-	1	1	-	-	-	-	-	-	-	-	-	-	-	337,472	-	337,472	

* Return for the year ended 31st January 1864.

SCOTLAND.

ve RAILWAYS in PASSENGERS and Goods during the Year ended the 31st December 1863.

No. of S. RUN.	NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX- PRESS.		RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Pas- senger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
					1st Class.	2d Class.	3d Class or Par- liamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Pas- sengers.	Coal and Coke.	Other Minerals.	TOTAL.													
					1st Class.	2d Class.	3d Class or Par- liamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Pas- sengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Pas- senger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.						
007	138,918	1,154,237	2,360,885	3,515,122	1'26	1'18	0'71	-	-	64,464	20,737	149,157	3,693	238,051	22,432	28,639	280,122	13,810	-	-	-	310,842	286,605	611,203	900,385			
-	2,136	Mixed 19,224	-	19,224	2'10	1'18	1'00	-	-	407	500	818	-	1,725	168	-	1,893	70	1,060	180	1,240	2,181	3,491	5,384				
328	2,801	25,041	22,576	47,617	1'66	-	1'02	-	-	2,108	-	5,541	578	8,227	1,172	125	9,524	165	1,184	757	1,941	4,363	6,469	15,998				
586	1,756	18,135	9,083	27,218	1'53	-	1'01	-	-	720	-	1,911	36	2,667	441	114	3,222	74	347	212	559	1,814	2,447	5,669				
914	4,557	43,176	31,659	74,835	-	-	-	-	-	2,828	-	7,452	614	10,894	1,613	239	12,746	239	1,531	969	2,500	6,177	8,916	21,662				
1,533	47,244	581,608	490,517	1,072,125	1'67	1'52	0'81	2'85	1'92	58,311	21,305	93,824	5,244	178,684	11,218	2,114	192,016	4,670	-	-	-	57,166	120,726	182,562	374,578			
7,838	13,317	68,927	75,308	144,235	2'04	1'45	0'98	-	-	1,877	568	7,072	86	9,603	588	-	10,191	502	-	-	-	11,564	13,354	25,420	35,611			
462	2,018	15,237	3,699	18,936	2'67	-	1'42	-	-	308	-	778	32	1,118	24	-	1,142	1	-	-	-	331	306	658	1,800			
-	1,799	8,748	-	8,748	2'50	1'62	1'25	-	-	48	19	328	1	396	8	-	404	1	-	-	-	50	570	421	825			
7,333	64,408	674,520	569,521	1,244,041	-	-	-	-	-	60,514	21,892	102,002	3,363	180,801	11,338	2,114	203,756	5,174	-	-	-	60,131	134,750	209,061	412,514			
624	2,312	51,540	18,720	70,260	1'98	-	0'99	-	-	1,102	-	3,832	33	4,972	77	-	5,049	63	3,746	1,355	5,101	3,864	9,028	14,077				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,285	-	-	3,285	-	3,285	3,285			

* Including Receipts for carriage of Minerals.

† Exclusive of 8,523† returned by Company as receipts from "Union Canal."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	PASSENGER TRAFFIC.							GOODS TRAFFIC.									
		Length of Line open on 31st Dec. 1863.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
General Terminus and Glasgow Harbour* (This is not a Passenger Line.)	M. 0½	M. 0½	M. -	M. 0½	-	-	-	-	-	No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
Glasgow and Milngavie Junction	See "Edinburgh and Glasgow."																	
Glasgow and South- Western* (Including "Kilmar- nock and Troon.")	198	163	35	198	177,969	551,282	1,162,727	1,891,978	327	372	3,924	3,688	-	-	-	-	-	2,538,138
Ayr and Maybole	5	-	5	5	7,109	23,232	54,555	84,896	3	29	181	227	-	-	-	-	-	11,045
Maybole and Girvan	13	-	13	13	7,502	22,999	61,928	92,429	3	28	160	224	-	-	-	-	-	22,095
Castle Douglas and Dumfries	19	5	14	19	14,159	25,288	84,916	124,393	-	94	831	989	-	-	-	-	-	49,448
Total (Glasgow and South-Western)	235	168	67	235	206,739	622,801	1,364,156	2,193,696	333	523	5,096	5,128	-	-	-	-	-	2,620,726
Great North of Scotland* (Including "Inverury and Old Meldrum Junction.")	58	5	53	58	83,332	-	549,358	632,670	762	271	759	3,434	50,338	37,321	6,375	52,690	40,086	92,776
Alford Valley	16	-	16	16	5,819	-	53,740	59,559	109	22	35	328	4,075	1,705	354	3,700	15,847	19,547
Aberdeen and Turriff	18	-	18	18	9,308	-	70,522	85,830	139	32	161	270	8,071	4,063	48	4,972	4,428	9,400
Banff, Macduff, and Turriff Extension	11	-	11	11	6,440	-	51,030	57,470	127	15	15	134	682	512	25	1,866	1,060	2,926
Formartine and Buchan	38	-	38	38	22,894	-	190,446	222,340	254	68	164	638	15,266	5,119	136	4,400	6,003	10,403
Keith and Duftown	11	-	11	11	4,103	-	41,041	45,144	133	14	38	280	794	472	71	4,333	4,493	8,826
Banffshire	19	-	19	19	8,243	-	78,226	86,469	38	17	52	134	1,617	4,008	97	3,276	3,670	6,946
Strathspey (From 1st July.)	-	-	33	33	7,207	-	58,800	66,007	91	23	19	233	1,066	970	120	3,204	1,552	4,756
Morayshire†	21	-	22	22	9,573	-	123,108	132,681	204	22	6	439	586	1,090	174	16,762	9,602	26,364
Total (Great North of Scotland)	192	5	221	226	156,919	-	1,231,251	1,388,170	1,857	484	1,189	5,890	82,495	55,260	7,440	95,203	86,741	181,944
Hamilton and Strathaven	See "Caledonian."																	
Inverness and Aber- deen Junction	79	-	92	92	80,265	233	510,921	591,419	339	300	588	4,047	12,490	39,979	7,913	12,150	21,232	33,382
Inverness and Perth Junction (Including Perth and Dunkeld from 1st June.)	9	-	112	112	24,455	327	118,024	142,806	72	185	644	2,852	1,860	18,379	792	5,380	256	5,606
Findhorn	3	-	3	3	620	-	11,955	12,575	-	2	-	43	-	-	-	7,145	290	7,435
Total (Inverness and Aberdeen Junction)	91	-	207	207	105,340	560	640,900	746,800	411	487	1,232	6,442	13,850	57,758	8,705	24,645	21,778	46,423
Inverury and Old Mel- drum Junction (Leased.)	See "Great North of Scotland."																	
Keith and Duftown	See "Great North of Scotland."																	
Kilmarnock and Troon (Leased.)	See "Glasgow and South-Western."																	
Leslie	See "North British."																	
Leven and East of Fife*	13	-	19	19	10,732	11,606	80,628	102,966	5	49	251	410	2,546	3,860	402	16,375	560	16,935
Maybole and Girvan	See "Glasgow and South-Western."																	
Monkland	72	13	59	72	12,417	-	165,540	177,957	8	-	-	163	51	95	40	1,120,520	614,163	1,734,683
Morayshire	See "Great North of Scotland."																	
North British* (Including "Carlisle and Silloth Bay" and "Port Carlisle.")	320	192	138	325	532,169	591,806	2,836,138	3,960,113	3,044	5,154	731	10,071	72,781	300,912	27,711	896,437	66,124	962,561
Peebles	19	-	16	19	20,629	35,417	88,127	144,173	97	42	13	190	747	12,643	36	36,328	17,466	53,794
Border Union (1st Feb. to 31st July, remainder in N.B.)	40	33	16	49	4,474	8,376	52,071	65,821	4	79	313	1,024	1,130	3,570	69	32,781	7,261	40,042
Wansbeck	12	-	13	13	1,692	1,264	27,953	30,909	2	14	1	239	2,183	13,121	52	1,197	6,012	7,209
Fife and Kinross	16	-	16	16	2,782	2,709	43,391	48,882	10	7	2	131	880	1,833	69	9,916	2,589	12,505
Saint Andrews	5	-	5	5	17,287	12,535	69,809	99,681	31	40	4	115	2,095	3,206	104	5,986	4,375	10,361
Leslie	4	-	5	5	1,024	1,737	13,747	21,508	-	1	-	8	-	-	-	14,651	701	15,352
Devon Valley (From 1st May)	-	-	7	7	1,212	872	12,957	15,041	-	2	1	39	43	519	-	322	413	735
Berwickshire (From 16th Nov.)	-	-	18	18	481	2,038	4,657	7,226	1	-	1	26	85	1,184	24	1,186	292	1,478
Total (North British)	125	225	232	457	551,750	658,554	3,151,750	4,393,354	3,180	5,329	1,060	11,843	79,999	336,988	28,005	993,504	105,233	1,104,037

* Return for the year ended 31 January 1864.

† This Company count each Child's Ticket as representing half a Passenger.

‡ Return for the year ended 30 September 1863.

§ Exclusive of 6 Miles of "Ferries."

NUMBER OF MILES TRAVELLED BY TRAINS.		AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.										MINERALS.			General Merchandise.		TOTAL Receipts from Goods Traffic.			
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.									
700	4,700	-	3,062	3,062	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1,632	73,375	700,311	1,521,635	2,221,946	1'79	1'33	0'89	-	-	23,148	36,247	60,929	2,793	123,117	9,697	3,081	135,805	5,933	-	-	-	106,831	118,477	321,241	457,136			
1,362	3,563	12,735	8,440	21,175	1'94	1'48	0'97	-	-	256	574	920	14	1,704	128	-	1,802	51	-	-	-	272	1,337	1,660	3,552			
1,297	3,490	28,642	17,178	45,820	1'95	1'51	0'97	-	-	411	786	1,473	14	2,684	216	-	2,900	102	-	-	-	1,149	1,471	2,722	5,622			
1,505	5,710	64,664	50,003	114,667	2'00	1'51	0'98	-	-	1,747	1,977	4,421	-	8,145	627	312	9,034	1,162	-	-	-	3,171	3,834	8,167	17,251			
1,796	86,138	806,352	1,597,256	2,403,608	-	-	-	-	-	25,562	39,584	67,743	2,821	135,710	10,668	3,393	149,771	7,248	-	-	-	201,423	125,119	338,790	483,561			
2,678	10,719	143,491 Mixed, 61,548	108,495	313,534	2'00	-	0'99	-	-	9,356	-	25,984	1,049	86,389	2,060	7,263	45,712	4,088	6,447	3,691	10,141	31,408	48,637	94,349				
-	1,082	Mixed, 31,717	352	32,069	2'00	-	0'99	-	-	359	-	1,685	55	2,097	59	-	2,156	228	308	569	937	1,639	2,834	4,990				
53	2,560	45,162	940	46,111	2'01	-	0'98	-	-	653	-	2,724	73	3,450	110	197	3,757	410	355	315	670	2,568	3,648	7,405				
-	2,507	28,203	-	28,203	2'01	-	0'98	-	-	320	-	1,649	50	2,019	42	124	2,185	24	141	91	232	973	1,229	3,414				
631	2,928	76,940	10,114	87,054	2'00	-	0'99	-	-	1,950	-	9,320	278	11,514	253	-	11,801	965	408	669	1,077	6,267	8,309	20,110				
78	2,174	22,532	838	23,370	2'09	-	0'96	-	-	192	-	1,205	31	1,431	36	-	1,467	30	221	244	465	930	1,425	2,892				
-	2,454	46,787	-	46,787	2'03	-	0'98	-	-	534	-	2,705	21	3,320	96	40	3,462	98	314	289	608	2,037	2,738	6,200				
338	1,894	39,649	1,336	40,985	1'98	-	0'97	-	-	408	-	1,759	49	2,216	67	-	2,283	31	165	85	250	939	1,223	3,506				
-	3,337	56,789	-	56,789	2'09	-	1'00	-	-	350	-	3,292	149	3,782	72	98	3,952	38	1,503	815	2,318	1,909	4,355	8,307				
1,778	30,555	552,818	122,084	674,902	-	-	-	-	-	14,122	-	50,381	1,749	66,292	2,792	7,731	76,773	5,915	9,952	6,771	16,723	51,700	74,398	151,173				
582	3,457	239,940	48,632	288,572	2'00	1'13	0'97	2'50	1'49	9,387	35	25,573	536	35,531	2,092	5,740	43,893	2,138	923	2,594	3,517	18,341	18,996	62,359				
540	1,990	111,092	50,594	161,686	1'99	1'41	0'99	-	-	6,051	196	10,807	209	16,763	1,466	223	18,457	973	892	51	948	10,549	12,465	30,922				
-	1,130	9,390	-	9,390	1'84	-	0'92	-	-	12	-	125	5	142	4	-	146	-	207	8	215	224	439	585				
1,131	8,577	360,422	99,226	459,648	-	-	-	-	-	15,450	231	36,005	750	52,436	3,562	5,908	61,966	3,111	2,022	2,653	4,675	24,114	31,900	93,866				
-	2,504	Mixed, 40,398	-	40,398	2'26	2'00	0'95	-	-	762	534	2,784	17	4,147	348	97	4,592	139	1,091	37	1,128	4,271	5,538	10,130				
-	16,096	70,036	-	70,036	1'97	-	1'07	-	-	617	-	5,003	23	5,643	4	-	5,647	11	43,212	23,305	71,517	5,441	76,969	82,616				
1,166	133,640	697,819	811,107	1,508,926	1'96	1'56	0'99	-	-	57,128	44,362	119,340	6,274	227,104	18,495	5,740	251,336	11,310	38,548	17,796	106,314	234,842	352,502	603,841				
2,070	5,826	-	-	-	2'41	1'74	0'99	-	-	1,234	1,557	3,039	123	6,003	374	25	6,402	211	2,725	194	2,919	5,388	8,518	14,920				
2,528	7,496	-	-	-	2'01	1'61	1'00	-	-	929	898	2,908	21	4,756	283	-	5,039	619	1,259	711	1,970	5,307	7,896	12,935				
196	2,085	22,558	10,346	32,904	2'05	1'63	0'96	-	-	122	71	832	2	1,027	61	-	1,088	103	140	119	259	468	830	1,918				
-	1,920	-	-	-	2'50	1'92	0'97	-	-	155	106	1,243	59	1,563	83	50	1,701	61	457	191	648	1,306	2,015	3,716				
-	4,184	-	-	-	2'04	1'64	0'95	-	-	600	326	1,209	41	2,176	69	55	2,300	110	239	101	310	852	1,302	3,602				
-	2,420	-	-	-	2'13	1'42	0'94	-	-	34	36	276	-	346	30	-	376	-	670	93	733	1,430	2,193	2,569				
-	1,104	-	-	-	2'00	1'55	1'00	-	-	52	31	303	-	386	7	-	393	13	19	11	30	55	98	491				
249	561	2,472	7,959	10,431	1'97	1'59	0'97	-	-	41	110	168	1	320	2	-	322	42	122	53	175	144	361	683				
17,109	158,736	722,849	829,412	1,552,261	-	-	-	-	-	60,345	47,497	120,318	6,521	213,681	19,109	5,870	238,960	12,175	94,179	19,269	113,448	249,792	375,715	644,675				

* Including 5,968 $\frac{1}{2}$, returned by Company as "Waggon Rent."

† Exclusive of 26,171 Miles travelled by "Ferries."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	PASSENGER TRAFFIC.										GOODS TRAFFIC.							
		Length of Line open on 31st Dec. 1863.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets.)				Number of Holders of Sea- son and Periodical Tickets.				LIVE STOCK.			MINERALS.			
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.											
Peebles	See "North British."	M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Perth, Almond Valley and Methven Junction	See "Scottish North-Eastern."																		
Perth and Dunkeld	See "Inverness and Perth Junction," and "Scottish North-Eastern."																		
Port Patrick	61 62	62	62	12,418	13,290	134,643	160,351	14	72	919	1,113	23,316	40,399	3,933	12,582	10,360	22,942		
St. Andrews	See "North British."																		
Scottish Central*	91 70	24	94	187,975	214,774	868,393	1,271,142	888	901	4,810	7,133	77,540	214,460	3,081	-	-	-	484,138	
(Including "Dundee and Perth, and Aberdeen Junctions," and "Dundee and Newlyle.")																			
Dunblane, Doune, and Callander	10 10	10	16,290	21,302	33,632	71,224	-	-	51	88	348	-	-	-	-	-	-	9,138	
Total (Scottish Central)	101	70	34	104	204,265	236,076	902,025	1,342,366	888	952	4,907	7,481	77,540	214,460	3,081	-	-	493,271	
Scottish North-Eastern (Including "Arbroath and Forfar," "Dundee and Arbroath, and Perth, Almond Valley, and Methven Junction.")	138	115	23	138	180,217	209,832	1,235,894	1,625,943	3,619	648	2,257	7,142	52,365	71,403	-	255,373	95,665	351,038	
Perth and Dunkeld					2,678	1,637	16,069	20,384	20	48	110	226	184	1,590	11	2,206	5,978	8,244	
(For 4 months ending May.)																			
Alyth	5 5	5	1,836	510	26,449	28,795	24	1	6	119	374	159	-	-	-	3,445	2,067	5,512	
Total (Scottish North-Eastern)	143	115	28	143	184,731	211,979	1,278,412	1,675,122	3,663	697	2,373	7,487	52,923	73,242	11	261,084	103,710	364,794	
Strathspey	See "Great North of Scotland."																		
TOTAL (SCOTLAND)	1,788½	901½	1,112	2,013½	2,607,040	2,100,713	14,890,640	19,507,309	12,537	13,526	23,973	67,995	502,765	1,214,771	71,218	-	-	13,194,072	

* Includes "Carlisle and Silloth Bay," "Port Carlisle," and "Wansbeck" Railways.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							ALL SOURCES OF TRAFFIC.
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Doss, &c. conveyed in Passenger Trains.	Receipt from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	1st Class.	2d Class.	Other Minerals.					TOTAL.								
747	4,068	148,967	40,220	189,187	1.75	-	-	0.99	1.75	1.37	2,188	1,255	6,901	20	10,364	1,685	486	11,935	1,898	1303	782	2,087	5,003	8,988	20,92			
15,222	28,052	311,647	513,373	825,020	1.94	1.44	0.97	-	-	-	21,207	16,523	41,096	1,116	82,042	6,601	10,249	99,792	9,912	-	-	-	40,769	141,508	192,210	292,002		
-	2,000	Mixed, 21,494	-	21,494	2.14	1.64	1.00	-	-	-	1,194	946	956	-	3,092	137	-	3,233	157	-	-	-	888	905	1,950	5,183		
15,222	30,052	333,141	513,373	846,514	-	-	-	-	-	-	25,401	17,469	42,052	1,116	86,038	6,738	10,249	103,025	10,099	-	-	-	41,648	142,413	194,160	297,185		
30,943	58,382	624,402	736,647	1,361,049	2.00	1.50	0.99	2.44	1.91	-	24,448	17,043	54,092	4,784	100,367	7,494	12,258	120,119	7,250	25,446	8,359	33,805	103,709	147,744	267,863			
798	1,871	13,791	6,379	20,170	2.16	1.65	0.95	-	-	-	168	67	500	15	750	69	27	846	13	247	405	652	1,025	1,690	2,536			
-	2,931	Mixed 14,758	-	14,758	2.45	1.80	1.00	-	-	-	68	15	488	16	587	47	-	634	7	143	216	359	493	771	1,408			
31,741	61,204	652,951	743,026	1,395,977	-	-	-	-	-	-	24,684	17,125	55,080	4,815	101,704	7,610	12,285	121,599	7,250	25,836	8,980	34,816	108,142	150,208	271,807			
307,032	625,021	5,630,601	6,928,447	12,559,048	-	-	-	-	-	-	298,176	166,874	638,528	27,540	1,151,418	88,914	77,071	1,516,333	67,508	-	-	-	385,080	1,153,500	2,108,088	3,424,021		

IRELAND.

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respo

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863.			PASSENGER TRAFFIC.							GOODS TRAFFIC.						
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
Athenry and Tuam (Leased.)	See "Midland Great Western."									No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
Bagenalstown and Wexford	See "Great Southern and Western."																	
Banbridge Junction (Leased.)	See "Dublin and Belfast Junction."																	
Banbridge, Lisburn, and Belfast (Leased.)	See "Ulster."																	
Belfast and County Down*	49	-	49	49	135,513	202,162	257,273	684,948	2,358	36	277	980	10,319	3,746	1,769	8,779	13,186	21,965
Belfast and Northern Counties	100	7	93	100	100,626	142,233	598,906	841,765	843	272	915	1,846	58,950	12,518	4,686	29,461	28,404	57,865
Londonderry and Coleraine	36	-	36	36	19,872	29,561	104,530	153,963	210	32	381	237	5,451	2,934	1,129	4,887	-	4,887
Carrickfergus and Larne	15	-	15	15	8,249	12,493	57,738	78,480	25	10	574	102	8,463	-	-	950	-	950
Total, (Belfast and Northern Counties)	151	7	144	151	128,747	184,287	761,174	1,074,208	1,078	314	1,870	2,205	72,864	15,452	5,815	35,298	28,404	63,702
Carrickfergus and Larne	See "Belfast and Northern Counties."																	
Cork and Bandon	20	-	20	20	8,822	48,707	70,986	128,515	-	128	99	471	1,889	3,075	32,766	-	-	-
Cork and Kinsale Junction	-	-	11	11	NO RETURN TO THE ORDER OF THE HOUSE.													
Cork and Limerick Direct	See "Great Southern and Western."																	
Cork and Youghal*	33	-	33	33	108,728	163,190	325,395	597,313	300	23	71	891	1,638	3,458	13,399	421	-	421
Cork, Blackrock, and Passage†	6	-	6	6	83,511	169,510	331,649	584,700	181	-	-	806	-	-	-	-	-	-
Dublin and Belfast Junction (Including "Banbridge Junction.")	63	56	7	63	46,508	81,943	144,208	272,659	-	365	1,005	2,547	11,651	6,021	6,808	-	-	-
Dublin and Drogheda	62	32	43	75	91,450	157,600	414,385	663,435	274	425	1,850	2,729	31,475	38,000	23,574	-	-	-
Dublin and Kingstown	See "Dublin, Wicklow, and Wexford."																	
Dublin and Meath	23	-	23	23	15,402	18,327	63,599	97,328	11	13	962	1,030	10,852	24,968	1,833	1,823	952	2,775
Dublin, Wicklow, and Wexford	44	12	73	85	192,191	371,095	593,570	1,156,856	984	106	486	2,770	5,606	5,030	12,993	2,008	18,390	20,398
Dublin and Kingstown	6	6	-	6	176,961	1,098,451	1,114,598	2,390,010	2,456	-	-	2,216	-	-	-	-	-	-
Total (Dublin, Wicklow, and Wexford)	50	18	73	91	369,152	1,469,546	1,703,168	3,540,866	3,440	106	486	4,986	5,606	5,030	12,993	2,008	18,390	20,398
Finn Valley	See "Irish North Western."																	
Great Northern and Western of Ireland	See "Midland Great Western of Ireland."																	
Great Southern and Western (Including "Irish South-Eastern" "Killarney Junction" and the "Tralee and Killarney," from 1st July.)	353	188	185	373	151,839	260,834	499,832	912,505	-	872	7,615	7,157	110,341	120,089	160,578	49,482	-	49,482
Irish South-Eastern (1st Jan. to 1st July.)	-	-	-	-	6,252	10,710	17,867	34,829	-	48	478	208	4,585	2,364	22,802	224	-	224
Bagenalstown and Wexford	21	-	21	21	3,106	5,403	3,677	12,186	-	17	313	146	917	1,217	3,769	4	-	4
Cork and Limerick Direct	17	-	17	17	6,354	12,948	33,838	53,185	-	24	289	247	1,770	2,058	6,240	1,315	-	1,315
Total (Great Southern and Western)	391	188	223	411	167,551	289,895	555,209	1,012,655	-	961	8,695	7,848	117,613	125,728	193,389	51,025	-	51,025
Irish North-Western, (Including Londonderry and Enniskillen.)	130	9	122	131	22,028	59,551	240,709	322,288	42	92	713	1,130	47,015	6,989	91,326	-	-	-
Clones and Cavan Branch	15	-	15	15	1,577	2,914	16,750	21,241	-	4	115	67	4,272	816	7,895	-	-	-
Finn Valley (From 7th Sept.)	-	-	13	13	771	1,635	11,498	13,904	-	-	-	31	103	86	2,138	-	-	-
Total (Irish North-Western)	145	9	150	159	24,376	64,100	268,957	357,433	42	96	828	1,228	51,390	7,891	101,359	-	-	-
Killarney Junction	See "Great Southern and Western."																	
Limerick & Castle Connell	See "Waterford and Limerick."																	
Limerick and Ennis	See "Waterford and Limerick."																	

* Return for the year ending 31st January 1864.

† Return for the year ending 31st October 1863.

‡ Including minerals.

IRELAND.

TRAFFIC IN PASSENGERS AND GOODS during the Year ended 31st December 1863.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.				RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERAL.			General Merchandise.	TOTAL Receipts from Goods Traffic.			
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.													
d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£				
1,248	23,229	188,162	29,684	217,846	1'60	1'15	0'71	-	-	5,734	7,373	9,742	2,662	25,511	890	200	26,601	578	714	915	1,629	5,658	7,860	34,401			
1,878	12,816	298,151	93,345	391,496	1'89	1'36	0'84	-	-	9,966	10,031	22,354	1,268	43,619	2,657	2,950	49,226	1,879	4,605	1,534	6,139	31,722	39,740	88,966			
626	5,632	113,184	20,592	133,776	1'87	1'41	0'94	-	-	2,397	2,402	4,345	235	9,379	438	1,300	11,117	282	520	-	520	5,235	6,037	17,154			
626	2,340	26,120	9,048	35,168	1'85	1'31	0'88	-	-	631	637	1,602	24	2,894	134	-	3,028	136	85	-	85	1,187	1,408	4,436			
1,130	20,288	437,455	122,985	560,440	-	-	-	-	-	12,994	13,070	28,301	1,527	55,892	3,229	4,250	63,371	2,297	5,210	1,534	6,744	38,144	47,185	110,556			
1,866	5,212	66,920	37,320	104,240	2'46	1'51	0'84	-	-	1,102	4,304	3,504	-	8,910	657	1,000	10,567	1,102	-	-	-	6,965	8,067	18,634			
313	5,058	154,560	16,902	171,462	1'89	1'41	0'92	-	-	4,985	5,258	6,880	-	17,123	415	275	17,813	583	29	-	29	3,270	3,882	21,095			
-	10,056	62,850	-	62,850	1'63	1'22	0'81	-	-	2,090	3,046	4,137	182	9,785	291	50	10,126	-	-	-	-	-	-	10,126			
2,043	9,016	184,675	82,035	266,760	2'30	1'72	0'98	-	-	14,568	15,134	11,490	-	41,192	2,597	5,907	49,696	1,223	-	-	-	*20,198	21,421	71,117			
1,461	15,233	320,859	45,274	366,133	1'56	1'16	0'75	-	-	13,994	15,122	19,579	917	49,612	3,654	4,468	57,734	3,282	-	-	-	*23,407	26,699	184,123			
17	2,810	104,391	644	105,035	2'07	1'45	0'92	-	-	1,725	1,268	3,019	15	6,027	437	-	6,464	1,162	179	116	295	2,207	3,044	10,128			
1,309	19,654	246,977	34,771	281,748	1'99	1'50	0'98	-	-	9,987	14,891	17,116	2,952	44,946	2,410	1,385	48,741	1,140	171	1,897	2,068	7,825	11,033	59,774			
-	32,135	193,895	-	193,895	2'15	1'62	0'96	-	-	6,552	28,004	17,021	8,119	59,696	1,157	1,860	62,713	-	-	-	-	-	-	62,713			
1,309	51,789	440,872	34,771	475,643	-	-	-	-	-	16,539	42,895	31,137	11,071	104,642	3,567	3,243	111,454	1,140	171	1,897	2,068	7,825	11,033	122,487			
6,416	12,988	703,847	407,999	1,201,846	2'10	1'57	0'99	-	-	66,951	68,979	75,777	-	211,707	19,947	31,055	262,709	31,589	9,282	-	9,282	124,492	165,363	428,072			
175	1,163	24,775	8,468	33,243	2'10	1'55	0'97	-	-	969	1,204	1,212	-	3,385	313	130	3,828	971	13	-	13	1,965	2,949	6,777			
-	1,252	26,292	-	26,292	2'10	1'55	0'97	-	-	425	511	220	-	1,156	130	-	1,286	126	1	-	1	445	572	1,533			
624	2,602	49,450	15,600	65,050	1'74	1'41	0'81	-	-	1,044	1,431	2,271	-	4,746	213	-	4,959	324	124	-	124	5,422	5,870	10,829			
7,215	18,005	804,364	522,067	1,326,431	-	-	-	-	-	69,389	72,125	79,480	-	220,994	20,603	31,185	272,782	33,010	9,420	-	9,420	132,324	174,754	447,536			
3,170	9,746	373,905	149,230	523,135	-	-	-	-	-	5,816	9,068	18,777	354	34,015	1,994	4,690	40,699	3,388	-	-	-	42,118	45,506	86,203			
561	1,943	17,936	8,743	26,679	-	-	-	-	-	176	283	981	-	1,440	89	-	1,529	367	-	-	-	1,761	2,128	3,657			
417	1,005	5,980	5,419	11,399	-	-	-	-	-	87	116	486	-	689	18	-	707	70	-	-	-	325	395	1,102			
4,118	12,694	307,821	163,392	561,213	2'01	1'49	0'99	-	-	6,079	9,467	20,244	354	36,144	2,101	4,390	42,935	3,825	-	-	-	44,204	48,029	100,934			

* Including Receipts for carriage of Minerals. † Exclusive of 8997. Tolls paid by Dublin and Meath Railway Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863.			PASSENGER TRAFFIC.								GOODS TRAFFIC.					
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
Limerick and Foynes -	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.
Londonderry and Coleraine	See "Waterford and Limerick."																	
Londonderry and Enniskillen	See "Belfast and Northern Counties."																	
(Leased.)	See "Irish North-Western."																	
Londonderry and Lough Swilly	-	-	-	9	9	Opened only one day in 1863.												
Midland Great Western of Ireland	235	112	130	242	60,983	135,004	315,451	511,438	112	143	2,382	2,052	85,877	148,305	63,788	10,238	-	10,238
Great Northern and Western	72	-	72	72	5,451	16,841	62,614	84,906	-	10	192	296	19,199	24,146	33,361	1,322	-	1,322
Athenry and Tuam	16	-	16	16	1,033	5,153	14,883	21,974	-	3	40	38	1,981	6,030	9,096	298	-	298
Total (Midland Great Western of Ireland)	323	112	218	330	68,367	157,003	392,948	618,318	112	156	2,614	3,286	107,357	178,571	106,245	11,858	-	11,858
Newry and Armagh	4	-	4	4	11,460	27,064	51,935	90,468	-	13	63	286	110	20	3,144	12,452	-	12,452
Newry, Warrenpoint, and Rostrevor	6	-	6	6	18,709	15,613	61,042	95,364	39	-	13	238	1,172	1,070	4,400	-	-	-
Tralee and Killarney	See "Great Southern and Western."																	
Ulster	52	49	16	65	98,040	236,088	427,416	761,544	829	258	1,724	1,944	47,651	9,979	25,508	23,030	-	23,030
Portadown, Dungannon, and Omagh Junction	41	-	41	41	11,819	37,919	71,120	120,858	37	33	511	520	16,291	4,371	8,756	1,868	-	1,868
Banbridge, Lisburn, and Belfast	-	-	15	15	4,068	8,147	30,062	42,277	23	-	40	46	1,327	62	655	1,136	-	1,136
Total, Ulster	93	49	72	121	113,927	282,154	528,598	924,670	889	291	2,275	2,510	65,269	14,412	34,919	26,034	-	26,034
Waterford and Kilkenny	See "Waterford and Limerick."																	
Waterford and Limerick	77	22	55	77	45,390	84,149	168,398	297,937	-	152	2,608	1,814	23,617	25,472	133,544	11,677	-	11,677
Waterford and Kilkenny	30	-	30	30	9,560	24,638	38,160	72,358	-	59	254	572	3,587	11,027	53,496	6,963	-	6,963
Limerick and Foynes	26	-	26	26	5,034	15,986	59,505	83,525	-	6	40	236	3,972	651	14,062	1,260	-	1,260
Limerick and Castle Connell	13	-	13	13	12,100	18,021	57,803	87,924	-	2	39	162	2,397	962	7,968	1,501	-	1,501
Limerick and Ennis	25	-	25	25	6,940	17,072	40,249	64,261	-	24	117	152	5,659	4,556	19,091	43	-	43
Total (Waterford and Limerick)	171	22	149	171	82,024	159,866	364,115	606,005	-	243	3,118	2,936	39,232	42,668	228,161	21,444	-	21,444
Waterford and Tramore	8	-	8	8	52,490	-	54,807	107,297	139	-	-	525	16	5	367	305	2,162	2,467
TOTAL (IRELAND)	1,598	493	1,248	1,741	1,526,746	3,589,997	6,354,448	11,402,191	8,863	3,170	24,826	33,502	528,473	470,205	770,941	-	-	231,541

No return of the traffic of the Cork and Kinsal Railway has been received.

NUMBER OF MILES RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							ALL TOTAL RECEIPTS FROM SOURCES OF TRAFFIC.
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.								Receipts from Mails.	TOTAL Receipts from Passenger Trains.	MINERALS.				General Merchandise.	TOTAL Receipts from Goods Traffic.			
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.													
																£	£			£	£	£	£			£	£	
4,062	14,598	629,432	365,453	994,885	2'15	1'70	1'00	-	-	-	23,066	29,564	50,362	414	103,406	8,240	14,863	126,509	31,138	2,068	-	-	2,068	68,067	101,273	227,782		
699	2,111	73,334	54,247	127,581	2'24	1'68	0'99	-	-	-	1,816	2,953	6,822	-	11,591	670	2,349	14,616	4,154	101	-	-	101	7,508	11,763	26,379		
23	2,136	82,672	433	33,105	2'34	1'08	0'97	-	-	-	224	407	728	-	1,359	78	50	1,487	337	25	-	-	25	958	1,320	2,807		
4,780	18,845	735,488	420,183	1,155,571	-	-	-	-	-	-	25,106	32,924	57,912	414	116,356	8,994	17,262	142,612	35,629	2,194	-	-	2,194	76,533	114,350	256,968		
1,184	3,654	19,760	9,472	29,232	2'05	1'32	0'87	-	-	-	393	594	753	-	1,740	127	-	1,867	20	-	-	-	-	*1,866	1,866	3,753		
-	5,228	31,368	-	31,368	1'50	1'16	0'83	-	-	-	965	635	1,563	114	3,280	117	-	3,397	77	-	-	-	-	1,221	1,298	4,695		
3,531	11,621	279,810	131,469	411,279	1'98	1'49	0'96	-	-	-	10,769	17,535	19,857	891	49,052	2,632	2,074	55,358	3,835	3,070	-	-	3,070	38,585	46,090	101,448		
890	4,157	109,416	29,402	138,818	2'01	1'51	0'98	-	-	-	1,772	3,457	3,851	87	9,117	559	100	9,776	929	181	-	-	181	6,957	8,067	17,843		
296	1,342	15,813	4,440	20,253	1'96	1'43	0'91	-	-	-	299	394	905	23	1,621	72	-	1,693	46	94	-	-	94	566	709	2,462		
4,717	17,120	405,039	165,311	570,350	1'76	1'26	0'76	-	-	-	12,840	21,386	24,613	951	59,790	3,263	3,774	66,827	4,810	3,945	-	-	3,945	46,111	54,866	121,693		
698	4,643	302,889	51,944	354,833	2'20	1'66	1'00	-	-	-	6,913	9,244	10,585	-	26,742	3,341	2,918	33,001	10,416	2,107	-	-	2,107	21,782	34,305	67,306		
643	2,625	61,442	19,857	81,299	2'33	1'67	0'99	-	-	-	1,983	3,419	2,083	-	7,485	460	566	8,511	3,171	1,301	-	-	1,301	5,970	10,412	13,953		
22	1,917	46,764	380	47,144	1'76	1'26	0'76	-	-	-	691	1,012	2,562	-	4,265	234	-	4,499	566	127	-	-	127	1,319	2,012	6,511		
4	3,316	33,741	34	33,775	1'48	1'11	0'79	-	-	-	356	434	954	-	1,744	56	2	1,802	114	56	-	-	56	455	625	2,127		
10	1,902	43,825	218	47,043	1'96	1'40	0'90	-	-	-	1,041	1,834	2,428	-	5,303	243	30	5,576	1,100	10	-	-	10	2,544	3,654	9,230		
1,377	15,003	491,661	72,463	564,094	-	-	-	-	-	-	10,984	15,943	18,612	-	45,539	4,334	3,516	53,389	15,367	3,601	-	-	3,601	32,070	51,038	104,427		
-	5,554	Mixed 40,266	-	40,266	1'37	-	0'96	-	-	-	2,402	-	1,775	253	4,520	69	55	4,644	11	12	216	228	108	347	4,991			
14,817	238,794	4,386,461	1,722,473	6,608,934	-	-	-	-	-	-	201,979	260,547	325,771	18,760	807,057	55,345	79,877	942,279	104,111	-	-	-	30,153	442,111	576,375	1,518,654		

* Including Receipts for carriage of Minerals.

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND.

ENGLAND AND WALES.

Periods which this ement refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.						NUMBER OF TRAIN RUN.			
	Double.	Single.	TOTAL.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).						Number of Hold- ers of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Mer- chandise.	Passenger Trains.	Goods Trains.	Total.
				1st Class.	2d Class.	3d Class including Parlia- mentary.	TOTAL Passen- gers.	Cattle.	Sheep.					Pigs.	Coal and Coke.	Other Minerals.	TOTAL.						
st ended Dec. 1862 }	Ms.	Ms.	Miles.	19,366,737	46,491,872	86,543,678	152,402,287	35,640	51,907	217,205	303,121	2,196,128	5,894,801	1,212,476	-	-	-	51,442,384	24,639,677	2,065,573	1,276,343	3,340	
st ended Dec. 1863 }	5,876	2,692	8,568	21,992,216	51,794,909	99,318,510	173,605,485	42,991	55,242	226,439	327,147	2,123,833	5,076,908	1,270,561	39,737,074	11,430,434	55,613,641	23,741,924	2,396,354	1,415,524	3,811		

SCOTLAND.

Periods which this document refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.							NUMBER OF TRAINS RUN.	
	Double.	Single.	TOTAL.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).					Number of Hold- ers of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Mer- chandise.	Passenger Trains.	Goods Trains.	
				1st Class.	2d Class.	3d Class including Parlia- mentary.	TOTAL Passen- gers.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.					
ended } st Dec. 1862 }	Ms.	Ms.	Miles.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.					
	885	892	* 1,777	2,358,477	1,950,349	13,288,742	17,597,568	13,350	5,082	23,883	50,712	438,133	1,454,283	82,245	-	-	-	11,717,464	4,094,098	209,710	288,814	588
ended } st Dec. 1863 }	901	1,112	* 2,013	2,567,046	2,100,713	14,899,740	19,567,399	12,537	13,526	23,973	67,905	502,765	1,214,771	71,218	-	-	-	12,194,972	4,263,045	317,329	307,692	627

IRELAND.

Periods which this ement refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.								NUMBER OF TRA RUN.	
	Double.	Single.	TOTAL.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).					Number of Hold- ers of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Mer- chandise.	Passenger Trains.	Goods Trains.		
				1st Class.	2d Class.	3d Class including Parlia- mentary.	TOTAL Passen- gers.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.						
Ms.	Ms.	Miles.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.						
ended } st Dec. 1862 }	473	1,125	1,598	1,380,137	3,427,018	5,622,061	10,429,216	7,657	2,983	21,246	33,031	450,922	451,844	695,171	-	-	-	-	246,016	1,473,138	183,710	35,607	2
ended } st Dec. 1863 }	493	1,248	1,741	1,526,746	3,580,997	6,354,448	11,462,191	8,863	3,170	24,826	35,502	523,473	470,205	770,911	-	-	-	-	234,541	1,512,274	203,977	34,817	2

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, &c.

Periods which this document refers.	Length of Line open.			PASSENGER TRAFFIC.									GOODS TRAFFIC.							NUMBER OF TRAINS RUN.		
	Double.	Single.	TOTAL.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).					Number of Hold- ers of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Mer- chandise.	Passenger Trains.	Goods Trains.	
				1st Class.	2d Class.	3d Class including Parlia- mentary.	TOTAL Passen- gers.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.					
ended } 1st Dec. 1862 }	Ms.	Ms.	Miles.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.				
	7,009	4,542	11,551	23,105,351	51,869,235	105,451,481	180,429,071	56,650	39,972	262,334	386,864	3,094,183	7,800,928	1,989,892	-	-	-	63,403,864	20,256,013	2,553,093	1,600,764	4
ended } 1st Dec. 1863 }	7,270	5,052	12,322	21,086,000	57,476,668	121,072,308	204,635,076	61,391	71,938	275,238	430,644	3,153,071	7,761,884	2,112,720	-	-	-	68,943,164	22,517,247	2,917,660	1,758,033	4

* Includes "Carlisle and Silloth Bay" and "Port Carlisle."
† Includes "Carlisle and Silloth Bay," "Port Carlisle," and "Wansbeck."

...ctively during the Year ended the 31st December 1863, and during the Year ended 31st December 1862.

ENGLAND AND WALES.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM PASSENGER TRAFFIC.		TOTAL RECEIPTS FROM GOODS TRAFFIC.	
By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.										Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.				General Merchandise.	TOTAL Receipts from Goods Traffic.		
		1st Class.	2d Class.	Party Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Coal and Coke.	Other Minerals.					TOTAL.							
44	42,135,938	89,329,482	-	-	-	-	-	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
61	43,909,098	97,424,179	-	-	-	-	-	2,868,221	3,773,684	3,918,774	287,956	10,878,635	992,570	391,211	12,262,416	465,154	-	-	-	-	4,504,434	8,980,818	13,950,406	26,212	26,212	26,212	26,212	

SCOTLAND.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							
								RECEIPTS FROM PASSENGERS.										MINERALS.					General Mer- chandise.	TOTAL Receipts from Goods Traffic.	TOTAL Receipts from
			ORDINARY.		EX- PRESS.		1st Class.	2d Class.	3d Class (including Parlia- mentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.							
1st Class.	2d Class.	1st Class.	2d Class.																						
1915	6,870,528	12,309,443	-	-	-	-	-	-	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
									265,418	157,022	592,581	25,703	1,040,754	81,045	76,529	1,198,328	62,378	-	-	-	-	848,223	1,044,475	1,955,976	3,153
1901	6,928,447	12,559,048	-	-	-	-	-	-	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
									298,476	166,874	658,528	27,540	1,151,418	88,344	77,071	1,816,833	67,508	-	-	-	-	885,080	1,155,560	2,108,088	3,424

IRELAND.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								TOTAL RECEIPTS FROM PASSENGER TRAFFIC.	TOTAL RECEIPTS FROM GOODS TRAFFIC.
By Goods Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.							Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.				General Merchandise.	TOTAL Receipts from Goods Traffic.	TOTAL Receipts from		
			1st Class.	2d Class.	Party Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Other Minerals.	TOTAL.															
372	1,712,500	6,422,872	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
461	1,722,473	6,608,934	-	-	-	-	-	201,979	260,547	325,771	18,760	807,057	55,345	79,877	942,279	104,111	-	-	-	-	30,163	442,111	576,375	1,518	1,518		

Year ended the 31st December 1863, and during the Year ended 31st December 1862.

NUMBER OF MILES TRAVELLED BY TRAINS.				AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								TOTAL RECEIPTS FROM PASSENGER TRAFFIC.	TOTAL RECEIPTS FROM GOODS TRAFFIC.
									ORDINARY.					EX-PRESS.		RECEIPTS FROM PASSENGERS.							MINERALS.					
				1st Class.	2d Class.	3rd Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.						
831	50,518,966		108,061,797	-	-	-	-	-	3,332,380	4,018,221	4,639,250	303,422	12,295,273	1,076,604	540,108	13,911,985	622,621	-	-	-	-	4,957,406	9,636,546	15,216,573	29,128	29,128		
143	55,560,018		116,502,161	-	-	-	-	-	3,368,676	4,201,105	4,933,073	334,256	12,887,110	1,136,259	548,159	14,521,528	636,773	-	-	-	-	5,419,667	10,778,429	16,634,860	31,156	31,156		

THE following STATISTICS have been deduced from the preceding RETURN.

TRAFFIC.

	Proportion per Cent. of the Number of Passengers.					Proportion per Cent. of Receipts from Passengers.					Increase per Cent. of the Number of Passengers over the previous Year.					Increase per Cent. of Receipts from Passengers over the previous Year.					Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.		
	1st Class.	2nd Class.	3rd Class, including Parly.	Total.	Season Ticket Holders.	1st Class.	2nd Class.	3rd Class, including Parly.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	All Classes.	Passenger Traffic.	Goods Traffic.	Total		
England and Wales	1862	12·71	30·50	56·79	100	27·40	34·34	35·76	100	2·50	7·24	2·50	5·05	4·53	7·52	3·35	6·26	7·02	5·59	48·25	51·75	100	
	1863	12·67	29·84	57·49	100	26·37	34·68	36·30	100	2·65	13·55	11·41	15·34	13·91	Decrease 0·33	4·63	5·12	9·81	3·57	46·78	53·22	100	
Scotland	1862	13·40	11·09	75·51	100	25·50	15·09	56·94	100	2·47	Decrease 0·57	5·05	3·67	2·05	0·13	Decrease 8·04	5·78	3·39	1·94	38·00	62·00	100	
	1863	13·12	10·73	76·15	100	25·92	14·50	57·19	100	2·39	8·84	7·71	12·12	11·19	12·44	6·27	11·13	7·15	10·63	38·45	61·55	100	
Ireland	1862	13·23	32·86	53·91	100	25·20	33·85	38·62	100	2·33	Decrease 7·22	Decrease 8·24	3·02	Decrease 2·34	Decrease 6·18	Decrease 6·62	Decrease 0·41	Decrease 2·48	Decrease 4·11	60·80	39·20	100	
	1863	13·32	31·24	55·44	100	25·03	32·27	40·37	100	2·33	10·63	4·49	13·03	9·90	6·69	2·43	12·27	7·22	7·42	62·05	37·95	100	
United Kingdom	1862	12·80	28·75	58·45	100	27·10	32·68	37·73	100	2·49	5·41	1·41	4·76	3·86	6·01	2·16	5·75	6·11	4·63	47·76	52·24	100	
	1863	12·74	28·09	59·17	100	26·24	32·72	38·43	100	2·60	12·90	10·81	14·81	13·41	1·09	4·55	6·33	9·44	4·49	46·61	53·39	100	

Board of Trade, 1864.

JAMES BOOTH.

PART III.

WORKING EXPENDITURE, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, of their respective WORKING EXPENDITURE during the YEAR ended 31st December 1863, and of the whole of the ROLLING STOCK of the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, each Company was directed, in making up the "Length of Line open," to exclude the length of those lines over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses." In the case of "Scotch Railways," it was requested that "Feu Duties" might be included under the head of "Miscellaneous."

The Companies were also directed to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund" of any kind, and to state the amounts so paid under the several heads to which they were applicable, but to exclude "Interest on Loans."

All "Steam Boat," "Canal," and "Harbour" Expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

ENGLAND AND WALES.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES, during
YEAR ended 31st December 1863.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec. 1863.				
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	
Aberdare - - - - - (Leased.)		See "Taff Vale."															No.	No.	No.	No.	No.
Aberdare Valley (This is not a passenger line.)		See "Vale of Neath."																			
Aberystwith and Welch Coast		See "Oswestry and Newtown."																			
Abingdon - - - - -		See "Great Western."																			
Bedford - - - - - (Leased.)		See "London and North Western."																			
Bedford and Cambridge		See "London and North Western."																			
Berks and Hants Extension		See "Great Western."																			
Bideford Extension - -		See "London and South Western."																			
Birkenhead - - - - - (Vested Jointly.)		See "London and North Western," and "Great Western."																			
Birmingham, Wolverhampton, and Stour Valley (Leased.)		See "London and North Western."																			
Bishops Waltham - - -		See "London and South Western."																			
Blackpool and Lytham -	8	200	159	44	640	93	140	-	-	-	177	1,453	2,945	1,492	49	2	18	-	-	4	-
Blyth and Tyne - - -	28	5,584	15,865	8,996	2,766	1,260	337	-	170	-	16,965	51,943	88,784	36,841	59	25	33	-	-	2,707	-
Bodmin and Wadebridge	14	332	380	273	536	36	5	100	-	16	279	1,957	1,891	Den- ciency 66	103	2	4	1	71	-	-
Boston, Sleaford, and Midland Counties		See "Great Northern."																			
Bourne and Essendine (Leased.)		See "Great Northern."																			
Bourton-on-the-Water		See "Great Western."																			
Brecon and Merthyr Tydfil Junction*-	19	NO RETURN TO THE ORDER OF THE HOUSE.																			
Bridport - - - - - (Leased.)		See "Great Western."																			
Bristol and Exeter - (Including "West Somerset.")	121	35,164	46,506	11,920	44,854	9,360	7,072	39	170	1,910	9,028	166,023	328,187	162,164	51	64	140	76	972	-	-
Bristol and South Wales Union		See "Great Western."																			
Briton Ferry Floating Dock (This is not a passenger line.)		See "Vale of Neath."																			
Buckinghamshire (Leased.)		See "London and North Western."																			
Calne - - - - -		See "Great Western."																			
Cannock Mineral - - -		See "London and North Western."																			
Carlisle and Silloth Bay		See "North British."																			
Carmarthen and Cardigan	7	-	670	-	963	29	15	-	-	-	-	1,677	2,243	566	75	2	4	3	100	-	-
Chard - - - - -		See "London and South Western."																			
Cheshire Midland - - -	13	475	3,775	-	1,992	77	118	-	-	-	610	7,047	8,759	1,712	80	Supplied by "Manchester, Sheffield Lincolnshire."					
Cleveland - - - - -		See "West Hartlepool."																			
Cockermouth and Workington	9	868	1,985	1,286	1,592	78	118	-	-	-	444	6,371	15,008	8,637	42	4	8	2	466	-	-
Colchester, Stour Valley, Sudbury and Halstead (Leased.)		See "Great Eastern."																			
Coleford, Monmouth, Usk, and Pontypool (Leased.)		See "Great Western."																			
Cole Valley and Halstead	19	1,044	2,021	63	1,999	86	43	-	-	-	111	5,367	7,462	2,095	72	4	10	3	28	-	-
Conway, and Lanrwst		See "London and North Western."																			
Cornwall - - - - -	65	8,375	17,996	1,416	8,293	676	1,337	-	216	242	3,659	42,210	75,267	33,067	56	Worked by contract.	46	21	122	-	-
Cowes and Newport†	5	NO RETURN TO THE ORDER OF THE HOUSE.																			

* It is stated that the Line is worked by Messrs. Savin and Ward.
† Line worked by contract at 50 per cent. of the net receipts.

NAME OF COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
														Carriages used for the Conveyance of Passengers only.							Other Vehicles attached to Passenger Trains.		
and High Peak (General Line.)	M. 34	£	£	£	£	£	£	£	£	£	£	£	£	£	No.	No.	No.	No.	No.	No.			
and Torbay	See "South Devon."																						
Ruthin, and } (to Ruthin.)	7	637	1,276	-	619	99	90	-	-	-	683	3,404	3,306	{ Deficiency 98 }	108	Supplied by "Vale of Clwyd."							
Ruthin, and } (to Gwyddelwern.)	9	Not open for Traffic.																					
	2																						
(a passenger line.)	See "London, Brighton, and South Coast."																						
instead	See "Great Northern."																						
Wolnshire	See "Great Western."																						
(Leased.)	See "Great Western."																						
erect	See "London and South-Western."																						
y	See "London and South-Western."																						
d Crediton	See "London and South-Western."																						
d Exmouth	See "London and South-Western."																						
id Preston, and } (iding Junction)	8	391	703	600	140	485	11	-	40	5	460	2,835	5,533	2,698	51	2	24	2	114	-	142		
ing "Preston and (e.")	50	26,571	19,350	6,822	14,333	1,639	426	-	29	632	6,040	75,842	149,005	73,163	51	20	40	5	1,556	14	1,635		
r and Dean } (Leased.)	See "Great Western."																						
stern†	695	148,316	220,608	50,728	249,193	34,660	23,763	8,824	4,251	2,883	34,276	777,502	1,497,405	719,903	52	330	986	407	7,680	150	9,553		
ing "Colechester, ley, Sudbury, and " "Lowestoft, and Hunstanton," rn and Eastern," n and Hitchin," ig "Hundred," Hadham," and ord," and "Wal- ley.")	433	156,703	229,231	58,560	190,946	28,136	21,573	31,048	-	19,707	60,447	796,351	1,594,109	-	-	340	655	235	8,946	485	10,711		
ithern																							
ing "Bourne and " "Boston, Sle- idant Counties," Lincolnshire," astle," "Leeds, and Halifax " "Norwich and " "Nottingham atham," "Ram- d "Stamford and ae.")																							
Shires } (Bradford, Wakefield,)		2,134	1,406	123	-	918	-	-	18	-	1,947	6,636	-	-	-	5	-	-	-	183	-	18	
reat Northern)	433	158,837	230,727	58,683	190,946	29,054	21,573	31,048	18	19,707	62,394	802,087	1,594,169	791,182	50	345	655	285	9,129	485	10,899		
orth of Eng-) Clarence and pool Junction-) (Leased.)	See "North Eastern."																						
estern†	1,183	350,226	419,212	104,474	535,636	50,376	57,428	2,176	11,138	16,904	60,114	1,607,679	3,469,340	1,791,661	48	650	1,249	719	12,873	1,164	16,655		
ding "Abingdon," Hants Extension," head," "Bourton- Water," "Brid- Bristol and South Union" from 1st Jan., 1864, "Cole- mouth, Usk, and ol," "East Som- ly Valley," "Leo- & Kington," "Mil- from 7th Sept., Wenlock and unction," "Se- dex," "Shrews- Birmingham" and shury & Chester" "Shrewsbury and J." (a moiety), ridge," "Tenbury" ety), "Stratford- von," "Tewkesbury n," "Vale of Llan- from 31st Aug., agton and Severn n," "West London on " (part of—from), "Winney," and ontle.")																							

(cont.)

whole of the traffic over this line, with the exception of general merchandise, is carried on by the Dowlais Iron Company, as part of their works.
 including the cost of providing rolling stock for the "London, Tilbury, and Southend Railway."
 includes "Compensation for Damage and Loss of Goods."
 these expenses are in addition to those included in the "Great Northern," the return of the "Bradford, Wakefield, and Leeds" being chiefly for working their mineral traffic.
 was made up for thirteen months ending 31st Jan. 1864.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decer 1863.				
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	
Great Western—(cont.)	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	
Bristol and South Wales Union (From 8th Sept. to 31st Dec.)	*	-	-	834	156	658	-	70	-	-	-	-	17	1,735	2,838	1,106	-				
Calne (From 3rd Nov.)	5	-	-	249	73	209	-	13	-	-	-	-	-	544	813	269	-				
Nantwich and Market Drayton (From 20th Oct.)	11	-	-	236	49	503	-	13	-	-	-	-	-	563	757	194	-				
Vale of Llangollen (From 1st Jan. to 31st Aug., remainder in "Great Western.")	*	51	536	127	871	-	-	60	-	-	-	-	-	1,645	1,910	265	-				
Total Great Western	1,199	350,277	421,067	164,879	537,639	50,376	-	57,579	2,176	11,138	16,904	60,131	1,672,166	3,465,658	1,793,472	48	650	1,249	719	12,873	1,164
Hereford, Hay, and Brecon (From 1st July.)	14	NO RETURN TO THE ORDER OF THE HOUSE.																			
Hereford, Ross, and Gloucester	See "Great Western."																				
Horncastle	See "Great Northern."																				
Kendal and Windermere (Leased.)	See "London and North-Western."																				
Kent Coast	See "London, Chatham, and Dover."																				
Knighton	See "London and North-Western."																				
Lancashire and Yorkshire (Including part of the "North Union.")	†382	152,359	177,220	60,545	329,678	46,466	19,608	8,351	721	12,383	23,451	830,782	1,778,261	947,479	47	380	1,171	232	10,622	18	
Preston and Wyre Section (Leased to "London and North-Western," and to "Lancashire and Yorkshire," but worked by the latter Company.)	28	6,501	§11,862	-	-	8,376	1,022	1,367	-	-	-	-	673	29,801	66,755	36,954	45	Supplied by "Lancashire and Yorks			
Lancaster and Carlisle	See "London and North-Western."																				
Leeds, Bradford and Halifax Junction (Gildersome Branch.) (From 1st Jan. to 30th June.) (See also "Great Northern.")	¶	2,204	2,012	265	1,062	1,025	-	-	-	-	-	-	926	7,494	11,415	3,921	66	5	13	1	194
Leominster and Kington	See "Great Western."																				
Lewes and Uckfield	See "London, Brighton, and South Coast."																				
Liskeard and Caradon (This is not a Passenger Line.)	10	1,274	530	5,167	-	225	-	-	-	-	-	-	234	**7,480	8,440	960	89	2	-	-	51
Llanelly Railway and Dock (Including "Vale of Towy.")	47	4,884	4,263	904	††4,581	361	58	-	36	9	1,734	16,830	29,209	12,379	58	11	17	-	477	8	
Llanidloes and Newtown	See "Oswestry and Newtown."																				
Llynvi Valley (This is not a Passenger Line.)	21	1,274	1,334	-	1,307	710	-	-	62	16	1,090	5,793	18,317	12,924	32	3	-	-	-	5	
London and Blackwall	5	5,557	6,983	2,375	12,606	4,405	3,413	20	-	214	6,017	41,590	100,355	58,765	41	11	53	-	13	-	
London, Tilbury and Southend Extension (Section of the "London and Blackwall" and "Eastern Counties.")	45	8,011	8,734	††	16,969	1,060	1,005	100	20	-	850	36,749	60,033	23,234	61	Supplied by "Great Eastern."					

* Included in Great Western.
+ It is stated that the Line is leased to Messrs. Savin and Ward.
‡ Includes 20 miles of "North Union."
§ Returned as the mileage rate at which engines and carriages are found by the "Lancashire and Yorkshire."
¶ Length of line included in "Great Northern."
|| Including "Traffic Charges."
** Including Expenses of the carriage of the Traffic of the "Liskeard and Loo Union Canal" Company.
†† Including 1,460, "for hire and purchase of waggon."
‡‡ Rolling Stock supplied by "Eastern Counties," who work the line under contract.

NAME OF COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)											Total Receipts, as given in the Traffic Return ordered to be laid before the House of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenditure.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.
and Greenwich (Leased.)	M. Sec "South-Eastern."	£	£	£	£	£	£	£	£	£	£	£	£	£	£	No.	No.	No.	No.	No.	No.
and North	1,209	421,868	672,294	180,656	750,752	88,531	71,224	20,000	24,118	52,903	131,064	2,413,410	5,380,230	2,861,849	46	1,095	2,058	1,083	17,543	1,619	23,398
ing "Bedford," and Cambridge, "bad" (a moiety), ham, Wolverhampton, Stour Valley, Birmingham, Mineral, "Con- and Llanrwst," and Winder- nington, "Llan- and Carlisle," , Tredegar, and my," part of the nion," "Shrews- d Hereford" (a Shrewsbury and "Shropshire South Leicester- (Nuneaton to "St. George's," Staffordshire, t, Disley, and Bridge," "Ten- moiety), "War- and Stockport," an Rickmans- and West Lon-																					
and South	*518	144,434	180,678	37,747	204,394	30,035	31,648	925	2,434	17,011	28,198	678,104	1,326,863	648,759	51	199	959	322	3,926	3	5,493
ing "Bideford Ex- "Bishop's Wal- Chard," "Exeter lton," "Exeter outh," "Lyming- North Devon," od, Christchurch- emouth," "Salis- geovil," "Staines- am, and Woking- kes Bay.")																					
Brighton, and) Coast- ing "East Grin- Lewes and Uck- art of "Victoria and Pimlico," and edon and Croy-	243	52,124	137,715	32,050	175,134	38,535	26,917	19,032	1,710	2,000	13,190	498,407	932,451	434,074	53	170	1,002	321	2,758	6	4,257
Chatham, and) ing "Kent Coast," ent (Bromley to Gray)," "Seven- Maidstone, and ge," "Sitting- and Sheerness," of "Victoria Sta- Pimlico.")	125	27,763	49,303	12,908	57,744	4,018	5,600	3,404	701	508	8,599	170,638	243,551	72,913	70	88	331	68	693	40	1,222
erry (Seaham) (Merland) -) te railway, pro- of Lady London-	7	1,124	4,421	1,268	333	387	171	-	-	-	894	8,598	17,372	8,674	49	9	12	-	40	-	61
t Railway and) or - - -) (Leased.)	See "Great Eastern."																				
on - - -	See "London and South-Western."																				
d Hunstanton -	See "Great Eastern."																				
ter, Buxton,) k, and Mid-) Junction -) leased to the) and North-Wes-) and "Midland"	See "Midland."																				
ter, Sheffield,) colnshire -)	181	51,033	79,856	30,400	94,658	9,706	5,555	639	1,125	1,466	27,091	301,549	599,248	297,609	50	143	311	90	4,268	67	4,877
ter, South) am, and Al-) & property of the) Chester, Sheffield)shire," and "Lon-) and North-Western.")	9	3,842	6,518	2,510	8,180	1,771	1,244	111	-	161	1,283	25,620	65,138	39,518	39	Supplied by "Man- chester, Sheffield and Lin- coln- shire."	60	9	101	2	172
rt and Carlisle -	28	8,642	10,091	4,021	2,682	955	592	-	23	77	5,592	32,675	71,969	39,294	45	15	26	11	881	6	939
r, Tredegar, and) avenny -) (Leased.)	See "London and North-Western."																				
litan - - -) in 11th Aug.)	4	1,663	6,237	-	8,532	2,000	1,407	-	-	-	1,929	16,768	37,748	20,980	44	Supplied by "Gl. North- ern."	34	-	-	-	34

Exclusive of lines belonging to other Companies, but worked over by the "London and South Western," viz., Wokingham to Reading 7 miles, Portsmouth to Hilsea and Dorchester to Weymouth 7 miles, and including half of the Joint Line between Havant and Portsmouth. Including 13,452, returned by Company as "Rents payable."

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decem. 1863.				
		Maintenance and Renewal of Way and Works.	Locomotive Power (including Stationary Engines.)	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Carriages used for the Conveyance of Passengers only.				Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise. Any other Carriages or Waggon not included in the preceding Columns.			
Midland - - - - - (Including "North-Western," "Redditch," and "Ashby Canal," which latter could not be separated.)	M. 646	£ 163,272	£ 312,335	£ 82,355	£ 274,960	£ 40,867	£ 20,206	£ 17,794	£ 4,931	£ 16,938	£ 73,836	£ 1,607,424	£ 2,346,880	£ 1,339,386	43	No.	No.	No.	No.	No.		
Manchester, Buxton, Matlock, and Midland Junction - - -	12	3,022	†3,600	-	2,320	102	290	-	20	-	350	9,704	17,515	7,811	55	499	907	438	10,282	532		
Total (Midland) - - -	658	166,294	315,935	82,355	277,280	40,969	20,496	17,794	4,951	16,938	74,186	1,617,198	2,364,395	1,347,197	43	499	907	438	10,292	532		
Mid Kent - - - - -	See "South-Eastern."																					
Mid Kent (Bromley to St. Mary Cray) - - -	See "London, Chatham, and Dover."																					
Milford - - - - -	See "Great Western."																					
Monmouthshire Railway and Canal - - -	49	16,734	19,295	3,147	13,478	3,873	273	5	579	599	4,156	62,139	126,940	64,801	49	32	34	8	376	-		
Mount Sorrel - - - - - (This is not a Passenger Line.)	1																					
Much Wenlock and Severn Junction - - -	See "Great Western."																					
Nantwich and Market Drayton - - - - -	See "Great Western."																					
Newtown & Machynlleth	See "Oswestry and Newtown."																					
North and South-Western Junction - - - - -	5	1,544	-	-	2,337	224	299	104	-	60	-	4,568	12,137	7,569	-	The "North London" work the "passenger" and the "London and South-Western" the "goods" traffic.						
Northern and Eastern (Leased.)	See "Great Eastern."																					
North-Eastern (Including "Great North of England," "Great North of England, Clarence and Hartlepool Junction," and "Stockton and Darlington.")	1,095	240,512	430,590	218,182	259,496	53,754	22,924	†4,874	-	8,253	91,613	1,330,198	2,792,705	1,462,607	48	618	1,080	423	45,870	437		
North London - - -	9	20,673	40,130	7,876	24,359	2,609	2,962	342	-	455	4,416	103,822	205,987	102,165	50	45	184	2	414	-		
North Staffordshire - - -	144	31,762	46,003	16,933	42,538	2,973	2,475	3,720	43	4,632	4,827	155,906	302,217	146,311	52	68	175	119	2,411	78		
North Union - - - - - (Leased jointly.)	See "Lancashire and Yorkshire," and "London and North-Western."																					
North Western (Leased.)	See "Midland."																					
Norwich and Spalding -	See "Great Northern."																					
Nottingham & Grantham	See "Great Northern."																					
Oldham, Ashton-under-Line, and Guidebridge Junction - - - - -	5	858	3,772	-	1,943	257	47	-	-	-	850	7,727	5,308	{ Deficiency 2,419 }	145	Supplied by Manchester, Sheffield, and Lancashire.						
Oswestry, Ellesmere, and Whitchurch - - -	See "Oswestry and Newtown."																					
Oswestry and Newtown (Including "Aberystwith and West Coast," "Llanidloes and Newtown," "Newtown and Machynlleth," and "Oswestry, Ellesmere and Whitchurch.")	112	NO RETURN TO THE ORDER OF THE HOUSE.																				
Pembroke and Tenby - - -	10	Not opened for "Traffic" in 1863																				
Penarth Harbour, Dock and Railway - - - - -	6	1,001	1,075	-	339	114	-	-	61	4	3,274	5,918	8,556	2,638	69	3	-	-	-	70		
Port Carlisle Dock and Railway - - - - -	See "North British."																					
Preston and Longridge (Leased.)	See "Fleetwood and Preston and West Riding Junction."																					
Ramsey - - - - -	See "Great Northern."																					
Redditch - - - - -	See "Midland."																					
Redruth and Chasewater (This is not a Passenger Line.)	9	1,150	1,436	830	5,969	125	-	-	-	-	1,038	10,548	12,413	1,865	85	3	-	-	114	-		
Rhymney - - - - -	22	2,775	7,519	440	4,877	402	33	7	8	115	2,646	18,822	52,946	34,124	6	18	28	5	54	10		
Ringwood, Christchurch, and Bourne-mouth - - - - -	See "London and South-Western."																					
Royston and Hitchin (Leased to "Great Northern")	See "Great Eastern."																					
St. George's Harbour -	See "London and North-Western."																					
St. Helen's Canal and Railway - - - - - (Railway traffic only. Leased.)	23	6,323	13,506	4,120	9,701	1,819	189	94	65	551	2,111	†38,479	76,820	38,341	50	28	24	-	381	-		
Salisbury and Yeovil (Leased.)	See "London and South-Western."																					

* Exclusive of Lines belonging to other Companies, but worked over by the Midland, viz., South Yorkshire, 9 miles; Great Western, 13 miles; and Great Northern (King's Cross to Hitchin) 32 miles.

† The sum for which engines and carriages are found by the Midland Railway Company.

‡ The Company state that Damage to or Loss of Merchandise is not treated as part of their "Working Expenditure."

§ It is stated that this Line is leased to Messrs. Savin and Ward.

¶ Exclusive of 4,978, "Canal Expenses," and 2,826, "Rents."

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.										
		Maintenance and Renewal of Way and Works.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Wagons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.						
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.									
	M.	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.							
Foot Railway } Harbour } (a Passenger Line.)	7	227	-	-	-	-	72	-	-	-	-	88	387	488	101	79	Not found by the Company.										
ts, Maidstone, } mbridge - }	See "London, Chatham, and Dover."																										
Valley - - -	See "Great Western."																										
ury and Here- }	See "Great Western" and "London and North-Western."																										
ury and Welch- }	See "London and North-Western."																										
ire Union Rail- } d Canal - }	See "London and North-Western."																										
way traffic only-- sed.)	See "London, Chatham, and Dover."																										
bourne and } ss (Leased.)	See "London, Chatham, and Dover."																										
and Dorset -	66	4,305	4,611	809	9,067	552	448	-	56	20	738	20,606	22,393	1,787	92	11	40	20	220	24	315						
evon - - - ing "South Devon stock," and "Dart- and Torbay.")	77	25,050	39,143	8,777	26,742	2,693	3,457	656	359	782	1,000	108,649	190,337	81,688	57	Sup- plied by contractors.	84	43	232	36	396						
evon and Tavi- }	See "South Devon."																										
(Leased.)																											
Eastern* - - - ing "Mid Kent," and n and Greenwich.")	†286	101,946	129,089	50,341	161,539	41,001	26,076	1,844	1,698	7,450	39,815	500,349	1,162,886	602,537	48		202	1,015	367	3,182	238	5,004					
icestershire - aton and Hinckley " See also "Lon- orth-Western.")	11	Not opened for traffic in 1863.																									
affordshire - (Leased.)	See "London and North-Western."																										
orkshire Rail- } d River Dun - }	58	14,613	17,885	2,011	14,847	1,847	295	85	119	102	5,022	56,826	117,556	69,730	48	22	19	4	1,250	48	1,343						
Wokingham, } oking (Leased.)	See "London and South-Western."																										
d and Essendine	See "Great Northern."																										
rt and Woodley } ion	3	-	1,023	-	356	8	10	-	-	-	639	2,036	1,220	{ Defi- ciency 816 }	167	Supplied by "Manchester, Sheffield, and Lincolnshire."											
rt, Disley, and }	See "London and North-Western."																										
y Bridge																											
n and Darlington	See "North-Eastern."																										
Bay Railway } Pier - }	See "London and South-Western."																										
idge - - -	See "Great Western."																										
rd-upon-Avon -	See "Great Western."																										
an and Neath -	See "Vale of Neath."																										
n Vale - - -	12	1,978	2,266	229	1,841	497	31	-	-	-	2,064	8,906	15,323	6,417	58	7	10	1	93	1	112						
ie - - - iding "Aberdare.")	†58	31,673	32,633	20,204	20,431	7,813	1,000	-	1,659	2,499	9,846	136,158	283,761	147,603	48	52	52	14	2,526	84	2,728						
y - - -	See "Great Western" and "London and North-Western."																										
ag Hundred -	See "Great Eastern."																										
bury and Malvern	See "Great Western."																										
Olwyd - - -	10	1,608	868	311	1,335	274	233	-	24	32	832	5,517	10,576	5,059	52	3	7	2	50	4	66						
Neath - - - ing "Aberdare Val- Briton Ferry," and lea and Neath.")	44	8,373	16,402	8,270	11,377	1,130	186	-	26	131	9,218	55,113	104,778	49,665	52	19	28	2	804	-	853						
Llangollen -	See "Great Western."																										
Towy (Leased.) -	See "Llanelli."																										
Station and }	Line used by "London, Chatham, and Dover" and "London, Brighton, and South Coast."																										
ico - - - }																											
beck - - -	See "North British."																										

Return for the Year ending 1st January 1864.
Exclusive of Lines belonging to other Companies but worked over by the "South-Eastern," viz., Guildford to Ash, 8 miles; Tunbridge to Hastings, 1 mile; Greenwich to Croydon, 9 miles; and half of the Joint Line between Croydon and Red Hill.
Including 15 miles open for "Mineral" and goods traffic only.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec. 1863.				
		Maintenance and Renewal of Way and Works.	Locomotive Power (including Stationary Engines.)	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.			
														Carriages used for the Conveyance of Passengers only.						Other Vehicles attached to Passenger Trains.		
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.		
Ware, Hadham, and Buntingford	See "Great Eastern."																					
Warrington and Stockport (Leased jointly to "London and North Western" and "St. Helen's.")	See "London and North-Western."																					
Watford and Rickmansworth	See "London and North-Western."																					
Waveney Valley	See "Great Eastern."																					
Wellington and Severn Junction	See "Great Western."																					
West Cornwall	42	4,837	6,131	2,742	10,428	774	623	-	-	-	162	918	26,635	39,035	12,400	68	12	31	4	329	11	
West Hartlepool Harbour and Railway	{	52	10,652	31,934	20,157	26,232	3,543	421	-	111	1,089	11,249	103,388	192,594	87,506	55	65	45	14	9,831		
Cleveland		12	839	2,679	1,518	1,271	20	-	-	-	-	443	-	6,770	10,533	3,763						64
Total (West Hartlepool)	64	11,491	34,613	21,675	27,503	3,563	421	-	111	1,532	11,249	112,158	203,427	91,269	55	65	45	14	9,831	-		
West London	Line used by "London Brighton, and South Coast," "Great Western," "London and North-Western," and "London and South-Western."																					
West Midland	See "Great Western."																					
West Somerset	See "Bristol and Exeter."																					
West Somerset Mineral	7	2,219	391	318	627	135	-	-	-	-	-	760	4,450	3,082	{ Deficiency 1,368 }	144	2	-	-	-	32	
West Yorkshire (Late Bradford, Wakefield, and Leeds.)	See "Great Northern."																					
Whitehaven and Furness Junction	35	8,070	5,126	2,166	4,829	195	326	-	-	-	60	455	21,227	43,864	22,637	48	6	13	6	481		
Whitehaven, Cleator, and Egremont	7	4,084	4,346	1,442	3,131	138	40	-	-	-	40	1,404	15,125	33,218	18,093	46	6	7	1	444		
Whitehaven Junction	13	6,459	6,663	2,316	4,968	227	329	6,500	-	-	50	604	28,116	46,723	18,607	60	11	17	6	357		
Willoughby D'Eresby's, Lord-(Edenham to Little Bytham) (Private Railway.)	4	454	289	-	-	-	4	-	-	-	-	216	963	473	{ Deficiency 490 }	204	2	2	2	Supplied by "Great Northern."		
Wimbledon and Croydon (Leased.)	See "London, Brighton, and South Coast."																					
Witney	See "Great Western."																					
Wycombe	See "Great Western."																					
TOTAL (ENGLAND AND WALES)	8,568	2,318,676	3,524,429	1,322,020	3,678,931	527,251	365,703	130,794	56,141	174,116	721,557	12,639,618	26,132,591	13,472,972	48	5,347	13,066	5,142	157,576	5,20		

No returns of the working expenditure of the following railways have been received:—"Coles and Newport," "Brecon and Merthyr Tydfil Junction," "Hereford, H. Brecon," "Oswestry and Newtown" (including "Aberystwith and Welsh Coast," "Llanidloes and Newtown," "Newtown and Machynlleth," and "Oswestry, E. and Whitchurch.")

SCOTLAND.

Return of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND, during the YEAR ended 31st December 1863.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
Edinburgh and Turriff	See "Great North of Scotland."															No.	No.	No.	No.	No.	No.	
Valley	See "Great North of Scotland."																					
	See "Edinburgh and Glasgow."																					
	See "Scottish North-Eastern."																					
Forfar and Forfar (Leased.)	See "Scottish North-Eastern."																					
Maybole	See "Glasgow and South-Western."																					
Macduff, and Turriff Extension	See "Great North of Scotland."																					
Fire (See "Railway, Portsoy, and Cathlamet.")	See "Great North of Scotland."																					
Shire	See "North British."																					
Man* - - - - -	270	75,540	86,817	112,678	32,556	15,368	5,086	939	213	3,995	57,755	139,947	900,385	509,438	43	239	262	71	7,025	55	7,652	
Edinburgh, Hamilton and Dalrymple, and "Dumfries, Lochmaben, and Dalrymple Junction."																						
Douglas and Dalrymple	See "Glasgow and South-Western."																					
Junction	9	640	1,231	-	575	224	51	-	-	-	367	3,088	5,384	2,296	57	Supplied by Scottish Central.						
	16	851	1,810	439	1,322	143	105	-	5	-	1,333	6,038	15,993	9,955	38	6	35	5	136	-	182	
Extension	16	456	903	175	610	42	36	-	1	-	506	2,729	5,669	2,940	48							
Total (Deeside)	32	1,307	2,743	614	1,932	185	141	-	6	-	1,839	8,767	21,662	12,895	41	6	35	5	136	-	182	
Valley	See "North British."																					
Teller	See "Forth and Clyde Navigation."																					
Lochmaben, and Dalrymple Junction	See "Caledonian."																					
Lochmaben, Doune, and Dalrymple	See "Scottish Central."																					
Forfar and Arbroath	See "Scottish North-Eastern."																					
Forfar and Perth, and Dalrymple Railway (Including Dundee and Arbroath.)	See "Scottish Central."																					
Edinburgh and Glasgow (Including "Edinburgh and Glasgow," "Stirling and Dunfermline," "Glasgow and Milngavie Junction," and "Alva.")	146	37,016	44,773	15,422	70,854	10,074	4,944	35,183	918	3,399	13,507	236,090	412,814	176,724	57	102	268	93	2,776	85	3,324	
Edinburgh and Bathgate (Leased.)	See "Edinburgh and Glasgow."																					
Forfar - - - - -	See "Inverness and Aberdeen Junction."																					
Forfar and Buchan	See "Great North of Scotland."																					
Forfar and Clyde Junction*	30	1,907	1,717	1,187	2,404	181	192	-	-	-	1,037	8,625	14,077	5,452	61	4	10	4	269	-	287	
Forfar and Clyde Navigation - - - - -	1	395	318	-	-	-	-	-	-	-	782	1,495	3,235	1,790	46	2	The other Rolling Stock is the private property of the Traders using the line.				2	
Forfar - - - - -																						
Forfar Terminus and Glasgow Harbour (Not a Passenger Line.)	0½	255	562	1,643	1,641	855	-	-	-	-	745	5,701	11,378	5,677	50	Supplied by "Caledonian," and "Glasgow and South-Western."				740	740	
Forfar and Milngavie Junction	See "Edinburgh and Glasgow."																					

* Return for the year ending 31st January 1864.

† Exclusive of 2,735*l.* returned by the Hamilton and Strathaven Railway Company.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.						Total of the five preceding Columns.
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.					
														Carriages used for the Conveyance of Passengers only.						Other Vehicles attached to Passenger Trains.				
Glasgow and South Western* (Including "Kilmarnock and Troon.")	198	£ 68,858	£ 52,640	£ 24,723	£ 46,630	£ 10,027	£ 3,023	£ 126	£ 1,590	£ 1,431	£ 16,475	£ 225,523	£ 437,136	£ 231,613	49	130	226	104	5,188	-	5,6			
Ayr and Maybole -	5	441	496	232	593	-	44	-	-	-	-	1,806	3,552	1,746	51									
Maybole and Girvan -	13	1,131	1,074	501	876	-	62	-	-	-	-	3,644	5,622	1,978	65									
Castle Douglas and Dumfries -	19	1,846	2,248	1,115	2,092	-	192	-	-	-	-	7,403	17,251	9,758	43									
Total (Glasgow and South-Western) -	235	72,276	56,458	26,571	50,191	10,027	3,821	126	1,590	1,431	16,475	238,466	483,561	245,095	49	130	226	104	5,188	-	5,6			
Great North of Scotland* (Including "Inverury and Old Meldrum Junction," "Banffshire (from 1st February), and Morayshire," (from 1st July.) Alford Valley†	99	7,046	10,356	1,590	14,546	1,836	1,141	-	54	270	5,330	42,169	108,856	66,687	39	42	118	23	1,037	-	1,2			
Aberdeen and Turriff†	18	935	2,359	-	946	149	87	-	-	10	916	5,402	7,405	2,003	73									
Banff, Macduff, and Turriff Extension†	11	435	1,168	-	639	36	49	-	-	1	659	2,987	3,414	427	87									
Formartine and Buchan†	38	1,149	4,326	-	2,802	322	305	-	-	-	1,580	10,434	20,110	9,626	52									
Keith and Duftown†	11	168	1,144	-	506	18	31	-	-	-	233	2,100	2,892	792	73									
Strathspey (From 1st July.) Total (Great North of Scotland)	33	-	1,181	-	869	-	60	-	-	-	100	2,210	3,506	1,236	63									
Hamilton and Strathaven	See "Caledonian."																							
Inverness and Aberdeen Junction - (Including "Inverness and Perth Junction," "Perth and Dunkeld" and "Findhorn.")	207	5,119	11,833	2,145	11,518	1,365	1,579	-	175	214	4,606	38,554	93,866	55,312	41	35	115	49	855	-	1,4			
Inverury and Old Meldrum Junction - (Leased.)	See "Great North of Scotland."																							
Keith and Duftown -	See "Great North of Scotland."																							
Kilmarnock and Troon - (Leased.)	See "Glasgow and South-Western."																							
Leslie -	See "North British."																							
Leven and East of Fife -	19	939	810	557	1,862	287	173	-	50	-	700	5,378	10,130	4,750	53	4	6	1	135	1				
Maybole and Girvan -	See "Glasgow and South-Western."																							
Monkland -	72	14,324	15,999	5,562	4,951	1,737	126	1,875	304	571	3,217	48,066	82,616	34,550	58	25	9	6	2,037	2	2,			
Morayshire -	See "Great North of Scotland."																							
North British* - (Including "Carlisle and Silloth Bay," and "Port Carlisle," "Berwickshire" (from 16th Nov.), "Devon Valley" (from 1st May), and "Peebles.")	434	64,429	90,608	22,912	79,450	7,268	6,838	4,215	2,120	287	13,249	291,376	636,586	345,210	-	167	413	143	6,732	64	7,			
Wansbeck* -	13	-	1,063	-	530	-	10	-	-	-	-	1,606	1,918	315	-									
Leslie -	5	167	-	-	873	54	11	-	-	-	-	1,105	3,602	2,497	-									
St. Andrews -	5	437	1,121	-	374	76	79	-	-	-	31	2,118	2,569	451	-									
Total (North British)	457	65,038	92,792	22,912	81,227	7,398	6,938	4,215	2,120	287	13,280	296,202	644,675	348,473	40	167	413	143	6,732	64	7			
Peebles -	See "North British."																							
Perth and Dunkeld -	See "Inverness and Perth Junction," and "Scottish North-Eastern."																							
Perth, Almond Valley and Methven Junction	See "Scottish North-Eastern."																							
Port Patrick -	62	3,025	4,114	795	3,423	390	235	-	9	-	1,502	13,493	20,923	7,430	64	8	17	9	166	-	-			
St. Andrews -	See "North British."																							
Scottish Central* - (Including "Dundee and Perth," and "Aberdeen Junction and Dundee and Newtyle.")	94	20,404	27,028	11,753	32,053	4,406	2,449	-	2,253	2,706	15,169	118,221	292,002	173,781	40	70	178	55	1,658	1	1			
Dunblane, Doune, and Kallander -	10	663	742	75	575	48	103	-	1	-	375	2,587	5,183	2,596	50	-	-	-	80	-	-			
Total (Scottish Central)	104	21,067	27,770	11,828	32,628	4,454	2,557	-	2,254	2,706	15,544	120,808	297,185	176,377	41	70	178	55	1,738	1	2			
Scottish North-Eastern* (Including "Arbroath and Forfar," "Dundee and Arbroath," "Perth, Almond Valley, and Methven Junction," and "Perth and Dunkeld" (four months ended May), and "Alyth.")	143	24,000	34,434	14,051	29,813	5,846	2,465	1,135	345	2,797	17,246	132,132	271,807	139,675	49	70	221	50	2,039	-	2			
Strathspey -	See "Great North of Scotland."																							
TOTAL (SCOTLAND -	2,013	333,141	404,501	127,555	340,419	60,813	29,531	43,473	8,038	15,700	158,035	1,017,204	3,424,921	1,897,717	47	904	1,878	613	30,903	208	3			

Return for year ending 31st January 1864.

† Return for the year ending August 1863.

IRELAND.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines.)	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Armagh and Tuam - (Leased.)	See "Midland Great Western."																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

* Return for year ending 31st October 1863.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Decem- ber 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines).	Repairs and Renewals of Car- riages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Ex- penses.	Miscellaneous Working Expendi- ture not included in the fore- going.	Total Working Expenditure.	Locomotives.				Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Mine- rals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.		
Londonderry and Lough Swilly	M. 9	Opened only 1 day in 1863.															No.	No.	No.	No.	No.	
Midland Great Western) of Ireland) (Including "Great North- ern and Western," and "Athenry and Tuam.")	330	* 37,236	33,906	9,154	6,475	5,073	-	68	740	12,237	31,338	126,227	256,968	130,741	49	60	100	22	1,136	71		
Newry and Armagh	4	495	723	365	831	10	-	-	-	12	-	286	2,722	3,753	1,031	72	3	4	1	80	-	
Newry, Warrenpoint,) & Rostrevor)	6	614	1,231	25	519	-	-	-	-	6	-	60	2,455	4,695	2,240	52	3	10	-	63	-	
Trillick and Killarney	See	"Great Southern and Western."																				
Ulster (Including "Portadown, Dungannon, and Omagh Junction," and "Ban- bridge, Lisburn, and Bel- fast.")	121	12,791	18,219	4,502	19,804	3,607	-	-	-	423	146	4,937	64,429	121,693	57,264	53	27	57	30	543	-	
Waterford and Kilkenny	See	"Waterford and Limerick."																				
Waterford and Limerick (Including "Waterford and Kilkenny," "Limerick and Castle Connell," "Limerick and Ennis," and "Limerick and Foynes.")	171	12,061	13,893	5,596	15,229	939	-	676	237	405	2,503	51,539	104,427	52,588	49	26	62	33	548	-		
Waterford and Tramore	8	473	1,292	50	868	47	-	-	-	-	22	167	2,919	4,991	2,072	58	4	14	-	8	-	
TOTAL (IRELAND)	1,741	165,470	221,569	52,781	170,772	43,063	†	5,298	4,063	4,966	82,430	750,412	1,518,654	708,242	49	392	942	380	5,865	351		

* Including 7,887l. "New relaying charged to Capital."

† Including 2,237l. "Charged to Capital."

‡ The Receipts in Ireland are not subject to Government duty.

No return of the Working Expenditure of the Cork and Kinsale Railway has been received.

COMPARATIVE SUMMARY.

		WORKING EXPENDITURE (exclusive of all Steam Boat, Canal, and Harbour Expenses).														ROLLING STOCK on the 31st Dec.																																	
		Length of Line Open on 31st December.														Proportion per Cent. of Expenditure to																																	
		Main-tenance of Way and Works.		Locomotive Power (including Stationary Engines).		Repairs and Renewals of Carriages and Waggon.		Traffic Charges (Coaching and Merchant-dispatch).		Rates and Taxes.		Government Duty.		Compensation for Personal Injury, &c.		Compensation for Damage and Loss of Goods.		Legal and Parliamentary Expenses.		Miscellaneous Working Expenditure not included in the foregoing.		Total Working Expenditure.		Total Receipts.		Proportion per Cent. of Expenditure to																							
		£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.																						
ENGLAND AND WALES	1862	8,178	2,220,124	18	42	3,368,906	27	65	1,042,316	8	65	3,453,150	28	66	498,068	4	14	347,740	2	80	126,480	1	06	59,726	0	50	199,307	1	65	733,858	6	09	12,050,581	100	24,480,604	12,439,023	49	5,140	12,584	4,891	153,589	4,270	180,474	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.
	1863	8,568	2,343,676	18	35	3,524,429	27	64	1,132,020	8	94	3,678,831	29	06	527,251	4	17	365,703	2	89	130,794	1	02	56,141	0	45	174,116	1	38	721,557	5	70	12,659,618	100	26,132,590	13,472,972	48	5,347	13,066	5,142	157,576	5,290	186,331	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.	
SCOTLAND	1862	1,777	334,682	22	02	392,324	25	31	143,756	9	65	356,457	23	45	60,040	3	96	27,327	1	80	21,902	1	44	4,814	0	32	18,004	1	18	157,730	10	37	1,620,056	100	3,153,404	1,633,848	48	885	1,855	623	27,932	188	31,503	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.
	1863	2,013	383,141	20	59	404,501	25	02	217,555	13	45	846,419	21	42	60,813	3	76	29,531	1	82	43,473	2	69	8,038	0	49	16,700	0	97	188,033	9	79	1,817,204	100	3,424,921	1,807,717	47	904	1,878	613	30,903	208	34,606	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.
IRELAND	1862	1,588	153,832	22	05	204,776	29	35	53,642	7	69	178,030	25	51	37,382	5	36	±	—	8,778	1	40	4,000	0	57	3,669	0	52	52,671	7	55	697,772	100	1,446,092	745,320	48	373	927	423	5,513	309	7,545	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.	
	1863	1,741	165,470	22	05	221,349	29	32	32,781	7	03	170,772	22	76	43,063	5	74	±	—	5,298	0	71	4,063	0	54	4,966	0	66	82,430	10	99	750,412	100	1,518,654	768,242	49	332	942	380	5,805	351	7,830	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.	
UNITED KINGDOM	1862	11,551	2,708,638	18	99	3,993,005	27	79	1,312,714	8	71	3,987,637	27	95	796,410	4	18	375,067	2	63	158,169	1	11	68,540	0	48	220,970	1	54	944,259	6	62	14,268,409	100	29,089,100	14,820,691	49	6,398	15,366	5,937	187,054	4,767	219,522	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.
	1863	12,322	2,847,287	18	05	4,150,409	27	62	1,402,356	9	33	4,196,122	27	92	631,127	4	20	305,234	2	65	179,565	1	19	88,242	0	46	194,782	1	30	962,920	6	40	15,927,234	100	31,076,165	16,048,931	48	6,643	15,886	6,135	194,344	5,759	228,767	Any other Carriages or Waggon not included in the preceding Columns.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Vehicles attached to Carriages used for the Conveyance of Passengers only.	Passenger Trains.	Coaching.	Total of the Five preceding Columns.

* Exclusive of the Receipts of those Railways of which there is no Return of working Expenditure, viz., —

England, 1862	{ " Oswestry and Newtown," } £39,458 { and " Cowes and Newport," }
"	{ " Oswestry and Newtown," } 80,232 { " Cowes and Newport," } { " Brecon and Merthyr Tydfil," } { " Junction," } { " Dowlais, and } { " Hereford, Hay & Brecon," }
1863	

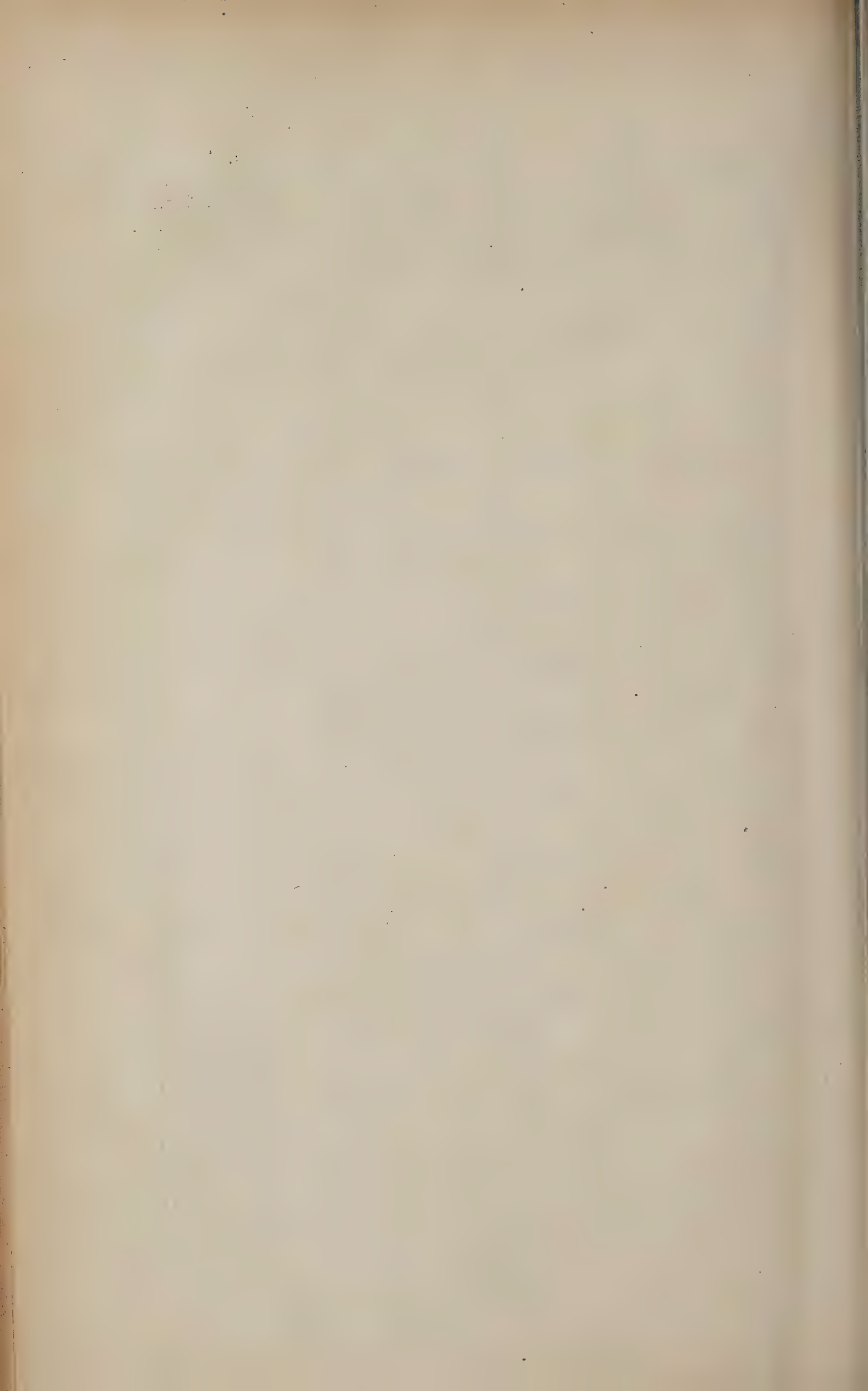
- Including the Length of the "Carlisle and Silloth Bay," "Port Carlisle," and "Wansbeck" Railways.

The Receipts from Passengers in Ireland are not subject to Government Duty.

Exclusive of "Oswestry and Newtown," "Cotes and Newport," "Brecon and Merthyr Tydfil Junction," "Cork and Kinsale Junction," "Dowlais," and "Hereford, Hay, and Brecon."

Board of Trade, 1864.

JAMES BOOTH.



PART IV.

C A P I T A L, &c.

RETURNS by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1863, specifying the Rate per Cent. of the Dividends for the Year 1863 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1863, classified according to the several Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the subscribing Company, or are Independent :

And, of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of their Undertaking carried into effect by them during the Year 1863, under the authority of an Act of Parliament.

[In returning the Amount of "Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are independent" (Columns Nos. 1, 2, and 3), the several Railway Companies were directed to exclude Capital authorised only for purposes which have lapsed by abandonment or otherwise.]

RETURN by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the Sums received 31st day of December 1863, specifying the Rate per Cent. of the Dividends for the Year 1863 on each of the said Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Aberdare:—(Railway on Lease to the Taff Vale).	50,000	16,600	66,600	50,000	10	- - -	- - -	- - -
Aberdare Valley - - - -	12,000	4,000	16,000	11,920	6	- - -	- - -	- - -
Aberdeen and Turriff - - -	120,000	40,000	160,000	85,290	- - -	- - -	- - -	- - -
Aberystwith and Welsh Coast -	800,000	266,300	1,066,300	343,000	- - -	- - -	- - -	- - -
Abingdon - - - - -	15,000	5,000	20,000	14,500	- - -	- - -	- - -	- - -
Alford Valley (1856) - - -	85,000	28,000	113,000	38,940	- - -	39,420	- - -	- - -
Alton, Alresford, and Winchester -	150,000	50,000	200,000	59,345	- - -	- - -	- - -	- - -
Alva - - - - -	15,000	5,000	20,000	12,457	- - -	- - -	- - -	- - -
Alyth - - - - -	33,000	11,000	44,000	33,000	- - -	- - -	- - -	- - -
Anglesea Central - - - -	120,000	40,000	160,000	9,531	- - -	- - -	- - -	- - -
Arbroath and Forfar:—(Railway on Lease to the Scottish North Eastern).	250,000	16,666	266,666	184,750	6	40,000	6	- - -
Athenry and Ennis Junction - -	200,000	66,000	266,000	25,367	- - -	- - -	- - -	- - -
Athenry and Tuam:—(Railway on Lease to the Midland Great Western of Ireland).	90,000	30,000	120,000	61,673	3	- - -	- - -	- - -
Aylesbury and Buckingham -	98,000	32,500	130,500	51,085	- - -	- - -	- - -	- - -
Ayr and Maybole - - - -	33,000	10,000	43,000	- No Return to the Order of The House.				
Bagenalstown and Wexford - -	350,000	161,600	511,600	97,862	- - -	10,000	- - -	- - -
Bala and Dolgelly - - - -	150,000	48,900	198,900	- - -	- - -	- - -	- - -	- - -
Banbridge Extension - - - -	90,000	30,000	120,000	19,833	- - -	- - -	- - -	- - -
Banbridge Junction:—(Railway on Lease to the Dublin and Belfast Junction).	60,000	20,000	80,000	21,981	- - -	17,800	5	- - -
Banbridge, Lisburn, and Belfast (Railway on Lease to the Ulster).	150,000	49,000	199,000	58,076 (a) 11,206	- - -	40,000	- - -	- - -
Banff, Macduff, and Turriff Extension	81,000	27,000	108,000	49,875	- - -	- - -	- - -	- - -
Banffshire (late Banff, Portsoy, and Strathisla).	190,000	63,000	253,000	49,076	- - -	- - -	- - -	- - -

respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the capitals; showing also the Loans outstanding on the 31st day of December 1863, classified according to the several undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

Including Subscriptions		Debenture Loans outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	50,000	16,600	4 ½	16,600	66,600	—	—	
-	11,920	4,000	4 ½	4,000	15,920	—	—	
-	85,290	18,830 7,800 7,200	4 4 ½ 5	33,830	119,120	—	—	
-	343,000	154,914	5	154,914	497,914	—	—	
-	14,500	5,000	5	5,000	19,500	—	—	
-	78,360	17,437 9,825	4 4 ½	27,262	105,622	—	—	
-	59,345	- - -	- - -	- - -	59,345	—	—	
-	12,457	5,000	4 ½	5,000	17,457	—	—	
-	33,000	8,850 1,000 1,150	5 4 ½ 3 ½	11,000	44,000	—	—	
-	9,531	- - -	- - -	- - -	9,531	—	—	
-	224,750	5,600	4	5,600	230,350	—	—	
-	25,367	- - -	- - -	- - -	25,367	—	—	
-	61,673	30,000	5	30,000	91,673	10,000	—	
-	51,085	29,750	5	29,750	80,835	—	—	
-	—	—	—	—	—	—	—	
-	107,862	80,490	5	80,490	188,352	—	—	
-	- - -	- - -	- - -	- - -	- - -	—	—	
-	19,833	- - -	- - -	- - -	19,833	—	—	
-	39,781	14,000 3,050	4 ½ 5	17,050	56,831	—	—	
-	109,282	3,400 8,970 1,000 35,630	4 ½ 4 ½ 4 ½ 5	49,000	158,282	—	—	(a) Forfeited shares.
-	49,875	1,100 626 25,274	4 4 ½ 5	27,000	76,875	—	—	
-	49,076	28,400	4 ½	28,400	77,476	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863. *	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debtenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Bangor and Caernarvon:—(in the Chester and Holyhead Return).	—	—	—	—	—	—	—	—
Banstead and Epsom Downs - -	85,000	28,300	113,300	30,500	- - -	- - -	- - -	- - -
Barnsley Coal - - - -	40,000	13,300	53,300	25,000	- - -	- - -	- - -	- - -
Bedford:—(Railway on Lease to the London and North Western).]	—	—	—	—	—	—	—	—
Bedford and Cambridge - - -	240,000	80,000	320,000	239,008	3 $\frac{1}{2}$	- - -	- - -	- - -
Belfast and County Down - -	535,000	166,666	701,666	237,811 (a) 20,401	- - -	168,000 11,050	3 l. 6 s. 6 d.	- - -
Belfast and Northern Counties -	810,000	290,833	1,100,833	556,702	4	165,000	4	110
Belfast, Holywood, and Bangor -	150,000	49,000	199,000	69,321	- - -	- - -	- - -	- - -
Berks and Hants Extension - -	298,000	99,000	397,000	158,868	1 $\frac{1}{2}$	11,440	5	- - -
Berwickshire - - - -	100,000	33,300	133,300	84,299	- - -	- - -	- - -	- - -
Bideford Extension (Railway on lease to the London and South Western).	62,500	12,500	75,000	55,000	3	- - -	- - -	- - -
Birkenhead:—(Vested jointly in the London and North Western and Great Western).	2,550,000	600,000	3,150,000	2,075,821	3 $\frac{1}{2}$	7,170	4	- - -
Birmingham and Sutton Coldfield Extension.	100,000	33,000	133,000	- - -	- - -	- - -	- - -	- - -
Birmingham, Wolverhampton, and Stour Valley:—(Railway on Lease to the London and North Western).	1,110,000	370,000	1,480,000	760,350	3 l. 8 s. 4 d.	- - -	- - -	- - -
Bishop's Castle - - - -	180,000	60,000	240,000	20,768	- - -	- - -	- - -	- - -
Bishop Stortford, Dunmow, and Braintree.	120,000	40,000	160,000	20,000	- - -	- - -	- - -	- - -
Bishops Waltham - - - -	24,000	7,600	31,600	12,580	- - -	300	5	- - -
Blackpool and Lytham - - -	45,000	15,000	60,000	(b) 44,850	- - -	- - -	- - -	- - -
Blane Valley - - - -	51,000	17,000	68,000	5,961	- - -	- - -	- - -	- - -
Blyth and Tyne - - - -	580,000	166,500	746,500	210,000 9,414 9,650	9 $\frac{1}{2}$ 4 $\frac{1}{2}$	50,000 110,000	10 5	- - -
Bodmin and Wadebridge - -	26,994	8,000	34,994	26,994	- - -	- - -	- - -	- - -
Bognor - - - -	30,000	10,000	40,000	17,440	- - -	- - -	- - -	- - -
Boston, Sleaford, and Midland Counties.	200,000	66,600	266,600	169,570 (d) 12,480	3 $\frac{1}{2}$	- - -	- - -	- - -

Sums Received in Respect of Ordinary and Preferential Capital, &c., 1863.		Debiture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debiture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. the end 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	30,500	- - -	- - -	- - -	30,500	-	-	
-	25,000	- - -	- - -	- - -	25,000	-	-	
-	-	-	-	-	-	-	-	
-	239,008	60,126 19,874	4 $\frac{1}{2}$ 4 $\frac{1}{4}$	80,000	319,008	-	-	
-	437,262	54,170 111,005 250 1,241	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	166,666	603,928	35,000	15,000	-- Return made up for the year ending 31 January 1864. (a) Forfeited Shares.
-	721,812	32,700 95,915 142,291 19,085	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	289,991	1,011,803	20,000	12,500	
-	69,321	26,085	5	26,085	95,406	-	-	
-	170,308	99,000	5	99,000	269,308	1,000	-	
-	84,299	12,500	4 $\frac{1}{2}$	12,500	96,799	-	-	
-	55,000	10,000	5	10,000	65,000	-	-	
-	2,082,991	91,070 31,053 386,859 14,816 66,130	4 4 $\frac{1}{8}$ 4 $\frac{1}{4}$ 4 $\frac{3}{8}$ 4 $\frac{1}{2}$	589,928	2,672,919	-	-	
-	-	-	-	-	-	-	-	
-	760,350	- - -	- - -	- - -	760,350	-	-	
-	20,768	- - -	- - -	- - -	20,768	-	-	
-	20,000	- - -	- - -	- - -	20,000	-	-	
-	12,880	5,000	5	5,000	17,880	-	-	
-	44,850	15,000 (c) 5,150	5	20,150	65,000	-	-	(b) Exclusive of 200 L. forfeited deposits. (c) Loans by shareholders.
-	5,961	- - -	- - -	- - -	5,961	-	-	
-	389,064	13,870 29,516 10,000 41,880	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	95,266	484,330	-	-	
-	26,994	- - -	- - -	- - -	26,994	-	-	
-	17,440	- - -	- - -	- - -	17,440	-	-	
-	182,050	23,450 43,150	4 $\frac{1}{4}$ 4 $\frac{1}{2}$	66,600	248,650	-	-	(d) Forfeited shares re-issued.

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863 to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock and Funds Debt.
	£.	£.	£.	£.		£.		£.
Bourne and Essendine:—(Railway on Lease to the Great Northern).	48,000	16,000	64,000	47,780	- - -	- - -	- - -	- - -
Bourton-on-the-Water - - -	30,000	10,000	40,000	29,647	1 ½	- - -	- - -	- - -
Brecon and Llandovery - - -	120,000	40,000	160,000	- - -	- - -	- - -	- - -	- - -
Brecon and Merthyr Tydfil Junction	710,000	236,200	946,200	146,251	- - -	270,200	- - -	- - -
Bridge of Weir - - - -	25,000	8,300	33,300	21,258	- - -	- - -	- - -	- - -
Bridport - - - - -	85,000	21,600	106,600	64,401	- - -	19,560	3 (a)	- - -
Brighton, Uckfield, and Tunbridge Wells.	200,000	65,000	265,000	74,850	- - -	- - -	- - -	- - -
Bristol and Exeter - - - -	3,425,865	1,022,135	4,448,000	2,022,460	4 ½	1,067,405 267,200	4 4 ½	- - -
Bristol and North Somerset - -	275,000	91,000	366,000	- No Return to the Order of The House.				
Bristol and Portishead Pier and Railway.	200,000	66,600	266,600	3,547	- - -	- - -	- - -	- - -
Bristol and South Wales Union -	300,000	98,000	398,000	169,530	- - -	21,809	- - -	- - -
Briton Ferry Floating Dock - -	135,000	35,000	170,000	70,542	- - -	3,740 40,000	6 5	- - -
Bristol Port, Railway, and Pier	Railway.		166,000	44,906	-	-	-	-
	85,000	28,000						
	Pier.							
	40,000	13,000						
Buckinghamshire:—(Railway on Lease to the London and North Western.)	1,245,000	- - -	1,245,000	1,245,000	4	- - -	- - -	- - -
Buckley - - - - -	60,000	20,000	80,000	26,832	4 ½	8,000	5	- - -
Burnham Tidal Harbour - - -	37,000	12,300	49,300	5,250	- - -	- - -	- - -	- - -
Busby - - - - -	60,000	20,000	80,000	5,945	- - -	- - -	- - -	- - -
Caledonian - - - - -	7,697,519	2,843,086	10,540,585 (b)	3,419,434	5 ¾	540,000 1,493,373 40,000	5 4 ½ 4	193,06
						Guaranteed		
						156,355	8	
						240,000	7 7/8	
						60,000	6	
						195,547	5	
						600,000	4 ½	
						125,000	3 ¾	
						499,712	3	
Calne - - - - -	35,000	11,600	46,600	20,820	- - -	- - -	- - -	- - -
Caunock Mineral - - - - -	160,000	40,000	200,000	108,152	3 ½	- - -	- - -	- - -
Carlisle and Silloth Bay:—(Railway on Lease to North British.)	240,000	25,000	265,000	165,000	- - -	75,000	2 ½	- - -
Carmarthen and Cardigan - -	534,000	171,000	705,000	- No Return to the Order of The House.				
Carnarvonshire - - - - -	200,000	66,500	266,500	10,000	- - -	- - -	- - -	- - -
Carrickfergus and Larne - -	125,000	41,500	166,500	77,967	- - -	- - -	- - -	- - -

Outstanding Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	47,780	16,000	5	16,000	63,780	—	—	
-	29,647	10,000	5	10,000	39,647	—	—	
-	-	-	-	-	-	—	—	
-	416,451	182,450	5	182,450	598,901	—	—	
-	21,258	2,810	4 $\frac{1}{2}$	2,810	24,068	—	—	
-	83,961	11,000 10,600	4 $\frac{1}{2}$ 5	21,600	105,561	—	—	(a) Not confirmed at the date of this Return.
-	74,850	-	-	-	74,850	—	—	
-	3,357,065	192,195 6,400 691,179	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4	889,774	4,246,839	482,729	482,729	
-	—	—	—	—	—	—	—	
-	3,547	-	-	-	3,547	—	—	
-	191,339	98,000	5	98,000	289,339	—	—	
-	114,282	20,000 14,680	6 5	34,680	148,962	—	—	
-	44,906	-	-	-	44,906	—	—	
-	1,245,000	-	-	-	1,245,000	—	—	
-	34,832	10,000	4 $\frac{3}{4}$	10,000	44,832	—	—	
-	5,250	-	-	-	5,250	—	—	
-	5,945	-	-	-	5,945	—	—	
4	7,502,487	200 1,000 152,364 2,191,782 46,732 95,419 3,600 3,500	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 3 $\frac{1}{4}$ 3	2,494,597	9,997,084(c)	50,000	30,000	-- Return made up for the year ending 31 January 1864. (b) Exclusive of 28,720 l. un- issued ordinary stock, autho- rised by the Company's Arrange- ment Act of 1851. (c) Exclusive of 23,307 l. re- ceived on cancelled shares.
-	20,820	11,600	5	11,600	32,420	—	—	
-	108,152	37,430	4 $\frac{1}{2}$	37,430	145,582	—	—	
-	240,000	3,800	4 and 4 $\frac{1}{4}$	3,800	243,800	—	—	
-	—	—	—	—	—	—	—	
-	10,000	-	-	-	10,000	—	—	
-	77,967	27,600 1,600	5 4 $\frac{3}{4}$	29,200	107,167	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debent Stock or Fund Debt.
	£.	£.	£.	£.		£.		£.
Castle Douglas and Dumfries - -	197,000	64,000	261,000	119,419	2 $\frac{3}{4}$	57,243	5	-
Central Wales - - - -	220,000	73,300	293,300	82,129	- - -	- - -	- - -	-
Central Wales Extension - -	328,000	109,333	437,333	57,462	- - -	- - -	- - -	-
Charing Cross - - - -	2,145,000	715,000	2,860,000	1,051,540	- - -	455,285	- - -	-
Cheshire Midland - - - -	165,000	54,666	219,666	130,000	- - -	35,000	4 $\frac{1}{2}$	-
Chester and Holyhead - - -	3,605,000	1,094,332	4,699,332	2,100,000	2 $\frac{1}{2}$	630,000 725,000 150,000	5 $\frac{1}{2}$ 5 4	-
Cleveland - - - - -	285,000	94,000	379,000	186,300	- - -	24,800	5	-
Cockermouth and Workington -	131,500	43,832	175,332	80,000	5	21,567 3,433	5 4 $\frac{1}{2}$	-
Cockermouth, Keswick, and Penrith	200,000	66,000	266,000	136,104	- - -	- - -	- - -	-
Colchester, Stour Valley, Sudbury, and Halstead.	675,000	224,000	899,000	- No Return to the Order of The House.				
Coleford, Monmouth, Usk, and Pontypool:—(Railway on Lease to the Great Western).	160,000	50,000	210,000	142,479	2 $\frac{1}{2}$	- - -	- - -	-
Colne Valley and Halstead - -	178,000	58,333	236,333	62,618	- - -	69,560	- - -	-
Cork and Bandon - - - -	318,000	80,000	398,000	175,241	- - -	48,000 29,592	5 $\frac{1}{2}$ 6	8,3
Cork and Kinsale Junction - -	65,000	21,600	86,600	21,950	- - -	6,530	- - -	-
Cork and Limerick Direct - -	100,000	33,000	133,000	70,892	3	- - -	- - -	-
Cork and Macroom Direct - -	120,000	40,000	160,000	9,243	- - -	- - -	- - -	-
Cork and Youghal - - - -	365,000	131,000	496,000	139,400	- -	225,600	6	-
Cork, Blackrock, and Passage -	130,000	43,330	173,330	118,700	1 $\frac{1}{2}$	- - -	- - -	-
Cornwall - - - - -	1,375,060	458,000	1,833,060	570,634	- - -	400,000 250,000	5 4 $\frac{1}{2}$	-
Corwen and Bala - - - -	120,000	40,000	160,000	12,000	- - -	- - -	- - -	-
Coventry, Nuneaton, Birmingham, and Leicester (In the London and North Western return).	—	—	—	—	—	—	—	—
Cowbridge - - - - -	35,000	11,600	46,600	- No Return to the Order of The House.				
Cowes and Newport - - - -	50,000	16,500	66,500	30,000	- - -	- - -	- - -	-
Crieff Junction - - - - -	45,000	12,000	57,000	44,624	5	- - -	- - -	-

Sums received in respect of Ordinary and Preferential Capital, &c., 1863.	Sums received in respect of Ordinary and Preferential Capital, &c., 1863.	Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
		Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
£.	£.	£.		£.	£.	£.	£.	
176,662	6,800 24,650 22,450	3 ½ 4 4 ½	53,900	230,562	5,000	5,000		
82,129	53,314	5	53,314	135,443	—	—		
57,462	—	—	—	57,462	—	—		
1,506,825	96,050 258,545	4 ½ 5	354,595	1,861,420	—	—		
165,000	33,000	4 ½	33,000	198,000	—	—		
3,605,000	605,109 103,677 355,471 1,000	4 ½ 4 ¼ 4 3 ¾	1,065,257	4,670,257	—	—		
211,100	900 16,410	4 ¾ 5	17,310	228,410	—	—		
105,000	13,356 22,250	4 4 ¼	35,606	140,606	—	—		
130,104	64,100	4 ¼	64,100	200,204	—	—		
—	—	—	—	—	—	—		
142,479	50,000	5	50,000	192,479	—	—		
132,178	56,584	5	56,584	188,762	—	—		
261,143	15,058 2,200 40,732 700 7,000	4 4 ½ 5 5 ½ 6	71,690	332,833	—	—		
28,480	15,000	5 ½	15,000	43,480	—	—		
70,892	33,000 (a) 7,587 (b) 2,088	5 5 3	42,675	113,567	—	—		(a) Overdrawn bank account. (b) Loan from Revenue Account.
9,243	—	—	—	9,243	—	—		
305,000	131,000	5	131,000	496,000	—	—		
118,700	6,094 200 34,100	4 4 ½ 5	40,304	159,094	—	—		
1,220,634	21,375 283,058 55,841 67,650 (c) 20,000 (d) 35,000 (e) 35,000	4 4 ¼ 4 ½ 5 — — —	427,924	1,643,558	—	—		Borrowed on unissued Capital, from— (c) The Great Western. (d) Bristol and Exeter. (e) South Devon.
12,000	—	—	—	12,000	—	—		
—	—	—	—	—	—	—		
—	—	—	—	—	—	—		
30,000	10,000	5	10,000	40,000	—	—		
44,624	12,000 (f) 10,050	4 4	22,050	66,674	—	—		(f) Borrowed on the personal security of the Directors.

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debent Stock or For Debt
	£.	£.	£.	£.	2 s. 8 d.	£.	4 ½ 3 3 ½ 1 ½	£.
Cromford and High Peak:—(Railway on Lease to the London and North Western).	306,525	20,000	326,525	127,700		20,000 31,910 20,000 46,915		-
Crystal Palace and South London Junction.	675,000	225,000	900,000	170,000	- - -	237,755	- - -	-
Dare Valley - - - - -	35,000	11,500	46,500	2,054	- - -	- - -	- - -	-
Dartmouth and Torbay - -	175,000	58,300	233,300	70,112	- - -	- - -	- - -	-
Daventry - - - - -	30,000	10,000	40,000	13,900	- - -	- - -	- - -	-
Deeside - - - - -	210,250	70,000	280,250	106,227 79,644	7 2	8,547	4 ½	-
Denbigh, Ruthin, and Corwen -	150,000	50,000	200,000	92,520	- - -	57,480	5	-
Devon Valley - - - - -	80,000	26,600	106,600	20,018	- - -	- - -	- - -	-
Disley and Hayfield - - -	45,000	15,000	60,000	29,222	- - -	- - -	- - -	-
Downpatrick and Newry - -	265,000	88,300	353,300	- No Return to the Order of The House				
Dublin and Antrim Junction -	120,000	40,000	160,000	8,990	- - -	- - -	- - -	-
Dublin and Belfast Junction -	950,000	135,000	1,085,000	880,137	4	- - -	- - -	-
Dublin and Drogheda - - -	953,000	317,333	1,270,333	620,897	4	94,225 155,775	4 5	43
Dublin and Kingstown - - -	350,000	(c) 70,000	420,000	350,000	9	- - -	- - -	-
Dublin and Meath - - - -	275,000	90,000	365,000	133,155	- - -	23,975	5	-
Dublin, Wicklow, and Wexford -	1,145,000	380,932	1,525,932	477,230	4	200,000 290,790	6 5	-
Dumfries, Lochmaben, and Lockerby	90,000	28,300	118,300	86,711	3 ½	- - -	- - -	-
Dunblane, Doune, and Callander -	70,000	20,000	90,000	43,142	2	15,000	5	-
Dundalk and Greenore - - -	110,000	36,000	146,000	1,700	- - -	- - -	- - -	-
East Grinstead - - - - -	50,000	10,000	60,000	50,000	2 ½	- - -	- - -	-
East Grinstead, Groombridge, and Tunbridge Wells;	75,000	25,000	100,000	12,935	- - -	- - -	- - -	-
East Lincolnshire:—(Railway on Lease to the Great Northern Railway, and included in their return).	-	-	-	-	-	-	-	-
East Somerset - - - - -	135,000	33,300	173,300	67,933	- - -	45,820	2	-

Including Subscriptions		Debture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to; the 31st December 1863, and on Debture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate Cent. of the Dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	246,525	- - -	- - -	- - -	246,525	3,740	3,740	
-	407,755	92,505	5	92,505	500,260	—	—	
-	2,054	- - -	- - -	- - -	2,054	—	—	
-	70,112	21,100 15,655	4 ½ 5	36,755	106,867	—	—	
-	13,900	- - -	- - -	- - -	13,900	—	—	
-	194,418	35,400 24,112 150	4 4 4 ½	59,662	254,080	5,000	5,000	
-	150,000	50,000	5	50,000	200,000	—	—	
-	20,018	- - -	- - -	- - -	20,018	—	—	
-	29,222	- - -	- - -	- - -	29,222	—	—	
-	—	—	—	—	—	—	—	
-	8,990	- - -	- - -	- - -	8,990	—	—	
-	880,137	124,500 6,900	4 ½ 4	131,400	(a) 1,011,537	73,000	41,067	(a) The Company state that in addition to this sum, they have 139,923 L. "Temporary Loans," borrowed on 46,707 L. "Government Stocks," and 69,863 L. on "Forfeited and Unissued Shares," the property of the Company, deposited as security."
-	914,569	27,500 15,819 107,650 93,274 10,000	3 4 4 ½ 4 ½ 5	254,243	1,168,812	(b) 30,000 20,000	18,206	(b) The Company state that the whole of this sum has been paid up, but has since been disposed of by sale of the shares.
-	350,000	70,000	4	70,000	420,000	—	—	(c) Exclusive of 40,000 L. which the Company state is "contingent."
-	157,130	90,000	5	90,000	247,130	—	—	
-	968,020	61,080 5,900 113,136 1,500 151,000	4 4 ¼ 4 ½ 4 ½ 5	332,616	1,300,636	—	—	
-	86,711	28,300	4	28,300	115,011	—	—	
-	58,142	13,000 1,950 5,050	4 4 ½ 4 ¾	20,000	78,142	—	—	
-	1,700	- - -	- - -	- - -	1,700	—	—	
-	50,000	1,750 8,000	5 4 ½	9,750	59,750	—	—	
-	12,935	- - -	- - -	- - -	12,935	—	—	
-	—	—	—	—	—	—	—	
-	113,753	36,700 1,600	5 4 ½	38,300	152,053	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Fund or Debt.
	£.	£.	£.	£.		£.		£.
Edgware, Highgate, and London -	220,000	73,300	293,300	70,248	- - -	- - -	- - -	-
Edinburgh and Bathgate:—(Railway on Lease to the Edinburgh and Glasgow).	250,000	83,000	333,000	188,956	3 $\frac{1}{2}$	- - -	- - -	-
Edinburgh and Glasgow - -	4,126,324	1,461,700	5,588,024	2,405,069	3 $\frac{1}{2}$	1,273,995	4 $\frac{1}{2}$	82,34
Ely Valley - - - - -	83,000	27,300	110,300	82,996	2 $\frac{5}{8}$	- - -	- - -	-
Ely Valley Extension - - -	12,000	4,000	16,000	550	- - -	- - -	- - -	-
Enniskillen, Bundoran, and Sligo -	350,000	116,600	466,600	44,935	- - -	- - -	- - -	-
Epping (in the Great Eastern return)	—	—	—	—	—	—	—	—
Esk Valley - - - - -	27,000	9,000	36,000	- - -	- - -	- - -	- - -	-
Evesham and Redditch - - -	149,000	49,600	198,600	- - -	- - -	- - -	- - -	-
Exeter and Crediton:—(Railway on Lease to London and North Western).	105,600	34,999	139,999	70,000	3	20,000	5	-
Exeter and Exmouth (1855) - -	80,000	16,600	96,600	36,800	- - -	27,000	4l. 5s. 11d.	-
Faringdon - - - - -	22,500	7,500	30,000	10,000	- - -	2,970	- - -	-
Findhorn - - - - -	9,000	3,000	12,000	8,962	- - -	- - -	- - -	-
Finn Valley - - - - -	60,000	20,000	80,000	37,360	3	- - -	- - -	-
Fleetwood, Preston, and West Riding Junction.	270,000	50,000	320,000	(a) 206,966	1 $\frac{1}{4}$	- - -	- - -	-
Fochabers and Garmouth - -	30,000	10,000	40,000	- - -	- - -	- - -	- - -	-
Forest of Dean Central - - -	81,000	26,660	107,660	39,517	- - -	- - -	- - -	-
Formartine and Buchan - - -	400,000	133,000	533,000	182,813	$\frac{1}{2}$	175,000	5	-
Fortn and Clyde Junction - -	192,000	64,000	256,000	106,373	- - -	55,660 3,520	1	-
Frome, Yeovil and Weymouth (in the Great Western return).	—	—	—	—	—	—	—	—
Furness - - - - -	1,277,000	383,333	1,660,333	299,332 10,000 25,000 162,800	8 $\frac{1}{2}$ 2 $\frac{1}{2}$ 4 $\frac{1}{4}$ 5	298,000 198,757	6 5	-
Garston and Liverpool:—(A Committee appointed by the Great Northern, and Manchester, Sheffield, and Lincolnshire.—In the returns of those Companies—).	—	—	—	—	—	—	—	—
General Terminus and Glasgow Harbour.	200,000	66,666	266,666	159,368	3 $\frac{1}{2}$	- - -	- - -	-
Glasgow and Milngavie Junction -	30,000	10,000	40,000	18,443	- - -	- - -	- - -	-
Glasgow and South Western - -	4,000,000	1,280,000	5,280,000	2,965,640	5	748,360	5	50

Including Subscriptions		Debtenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debtenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate or Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	70,248	- - -	- - -	- - -	70,248	-	-	
-	188,956	62,700	4	62,700	251,656	-	-	
4	3,762,004	1,288,369	3l. 18s. 7½d.	1,288,369	5,050,373	137,000	-	-- Return made up for the year ending 31 January 1864.
-	82,996	7,800	4 ¾	25,800	108,796	-	-	
-		18,000	4 ½					
-	550	- - -	- - -	- - -	550	-	-	
-	44,935	- - -	- - -	- - -	44,935	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	90,000	19,500	4 ½	23,400	113,400	-	-	
-		3,900	4 ¼					
-	63,800	16,600	5	16,600	80,400	-	-	
-	12,970	7,500	5	7,500	20,470	-	-	
-	8,962	2,355	4 ½	2,355	11,317	-	-	
-	37,360	20,000	5	20,000	57,360	-	-	
-	206,966	6,450	4 ½	30,206	237,172	-	-	(a) The Company state that
-		17,756	4 ¾					"out of the ordinary capital,
-		6,000	5					shares have been cancelled
-	-	-	-	-	-	-	-	owing to non-payment of calls,
-	-	-	-	-	-	-	-	on which 45,236 l. have been
-	-	-	-	-	-	-	-	paid."
-	39,517	21,660	4 ½ and 5	21,660	61,177	-	-	
-	357,813	10,600	4	100,000	457,813	-	-	
-		89,400	4 ½					
-	165,553	250	4	57,000	222,553	-	-	-- Return made up for the year
-		1,000	4 ¼					ending 31 Jan. 1864.
-		51,150	4 ½					
-		3,000	5 ½					
-		1,600	5 ½					
-	-	-	-	-	-	-	-	
-	993,889	4,900	4	277,564	1,271,453	100,000	-	
-		77,859	4 ¼					
-		188,410	4 ½					
-		485	4 ¾					
-		5,910	5					
-	-	-	-	-	-	-	-	
-	159,338	16,860	4	53,326	212,694	-	-	
-		25,850	4 ¼					
-		10,616	4 ½					
-	18,443	4,830	4 ¼	10,000	28,443	-	-	
-		5,000	4 ½					
-		170	5					
4	3,764,893	998,727	4	1,175,221	4,940,114	(b) 214,000	223,120	(b) In addition to this sum the Company state that "they have power to subscribe further sums out of their ordinary funds."
		95,280	3 ¾					
		77,714	3 ½					
		3,500	3 ¼					

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Gloucester and Dean Forest :—(Railway on lease to the Great Western).	254,000	83,470	337,470	254,000	5 $\frac{1}{4}$	- - -	- - -	- - -
Great Eastern - - - -	18,481,577	5,677,481	24,159,058	9,181,527	1 $\frac{7}{8}$	80,653 1,151,417 105,000 5,683,457 675,596 788,815 23,750	7 6 5 $\frac{1}{2}$ 5 4 $\frac{1}{2}$ 4 3 $\frac{1}{2}$	832,673
(Lowestoft) - - - -	240,000	80,000	320,000	- - -	- - -	120,000 120,000	4 6	- - -
Great Northern - - - -	10,317,700	3,328,576	13,646,276	4,796,738	6 $\frac{1}{2}$	1,294,225 745,283 804,722 996,505 358,945 30,000 55,000 70,000 43,400 50,000	5 5 4 $\frac{1}{2}$ 5 5 4 $\frac{1}{2}$ 1 4 to Sept. 4 $\frac{1}{2}$ since. 4 5	(a) 2,598,513
(East Lincolnshire) - -	600,000	200,000	800,000	- - -	- - -	- - -	- - -	- - -
Great Northern and Western of Ireland.	494,000	164,000	658,000	326,873	3	36,350	5	- - -
Great North of England:—(In the North Eastern return).	—	—	—	—	—	—	—	—
Great North of England, Clarence and Harlepool Junction (Railway on Lease to the North Eastern).	74,900	24,500	99,400	41,875	3 $\frac{1}{4}$	13,725 16,918	5 4 $\frac{1}{2}$	- - -
Great North of Scotland - -	1,760,000	465,666	2,225,666	276,860	6	291,090 482,050 315,985	6 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	11,915
Great Southern and Western - -	5,386,940	540,965	5,927,905	3,791,979	4 $\frac{3}{8}$	1,329,100	4	- - -
Great Western - - - -	30,694,547	11,867,730	42,562,277	8,175,199 23,899 188,087 1,400,500 540,944 563,199 2,426,416	2.35 2.12 3.28 1.08 0.75 4.68 3.00	10,050 1,715,424 3,560,384 1,321,950 4,269,963 36,000 2,315,765 219,055 1,846,482 175,000	3 3 $\frac{1}{2}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5 5 $\frac{1}{2}$ 6 8	8,600 1,480,034
Great Western and Brentford - -	180,000	60,000	240,000	95,920	2 $\frac{1}{8}$	69,080	5	- - -
Greenock and Wemyss Bay - -	150,000	50,000	200,000	69,500	- - -	2,500	- - -	- - -
Hadlow - - - -	51,000	17,000	68,000	- - -	- - -	- - -	- - -	- - -
Hamilton and Strathaven - -	70,000	23,300	93,300	51,971	- - -	16,506	3 $\frac{3}{4}$	- - -
Hammersmith and City Junction. -	240,000	80,000	320,000	161,658	- - -	- - -	- - -	- - -
Hastings Harbour - - - -	30,000	10,000	40,000	- - -	- - -	- - -	- - -	- - -

including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans • Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	254,000	11,100 13,900	4 $\frac{1}{2}$ 4 $\frac{1}{2}$	25,000	279,000	25,000	25,000	
4	18,522,888	459,554 1,711,803 2,313,773 73,235 139,575	4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	4,697,940	23,220,828	220,000	89,000	
-	240,000	-	-	-	240,000	-	-	
4	11,843,331	498,633 276,892 55,060 13,500 2,000	4 $\frac{1}{2}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 5	846,085	12,689,416	736,300	428,739	(a) The Company state that 157,021 £. were raised to pay off loans.
-	-	-	-	-	-	-	-	
-	363,223	113,000	4	113,000	476,223	-	-	
-	-	-	-	-	-	-	-	
-	72,518	-	-	-	72,518	-	-	
4	1,377,900	1,200 331,252 7,570 2,000	4 $\frac{1}{2}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$	402,022	1,779,922	583,780	484,072	
-	5,121,079	194,443 153,850 10,000 162,500 3,300 16,800	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	540,893	5,661,973	75,000	49,700	
4 4 $\frac{1}{2}$	30,286,951	1,500 598,900 5,337,703 3,891,645 136,640 412,772	3 $\frac{3}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	10,379,160	40,666,111	2,759,500	2,333,700	-- Return made up to 31 Janu- ary 1864.
-	165,000	1,250 7,110 37,495 7,480	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	53,335	218,335	-	-	
-	72,000	500 6,800	4 $\frac{1}{2}$ 4 $\frac{1}{2}$	7,300	79,300	-	-	
-	-	-	-	-	-	-	-	
-	68,477	-	-	-	68,477	-	-	
-	161,058	63,100	5	63,100	224,758	-	-	
-	-	-	-	-	-	-	-	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Hatfield and St. Albans - -	70,000	23,000	93,000	7,500	- - -	- - -	- - -	- - -
Hayling - - - - -	50,000	16,600	66,600	7,560	- - -	- - -	- - -	- - -
Hemel Hempsted and London and North Western.	20,000	6,600	26,600	- - -	- - -	- - -	- - -	- - -
Henley in Arden - - - -	12,000	6,000	18,000	1,543	- - -	- - -	- - -	- - -
Hereford, Hay and Brecon - -	355,000	118,000	473,000	185,930	- - -	38,880	5	- - -
Hereford, Ross, and Gloucester -	305,000	91,000	396,000	212,980	3	30,000	5	- - -
Horncastle - - - - -	48,000	13,000	61,000	47,970	4½	- - -	- - -	- - -
Horsham and Guildford Direct -	160,000	50,000	210,000	80,000	- - -	- - -	- - -	- - -
Horsham, Dorking, and Leatherhead	120,000	40,000	160,000	36,922	- - -	- - -	- - -	- - -
Hoylake - - - - -	100,000	33,300	133,300	- - -	- - -	- - -	- - -	- - -
Hull and Hornsea - - - -	70,000	23,000	93,000	47,054	- - -	- - -	- - -	- - -
Hull and Selby (In the North Eastern Return).	—	—	—	—	—	—	—	—
Inverness and Aberdeen Junction -	1,080,000	324,880	1,404,880	339,857	4½	44,956 59,242 150,000 109,321 136,492 30,552	5 6 4½ 4½ 3	150
Inverness and Perth Junction -	654,000	218,000	872,000	344,448	3	51,902	4½	- - -
Inverury and Old Meldrum Junction:—(Railway on lease to the Great North of Scotland.)	25,300	- - -	25,300	14,755	1¼	10,000	4½	- - -
Irish North Western - - -	950,000	300,000	1,250,000	198,722	- - -	435,214	- - -	- - -
Isle of Purbeck - - - -	90,000	30,000	120,000	- - -	- - -	- - -	- - -	- - -
Isle of Wight - - - - -	330,000	109,900	439,900	66,776	- - -	- - -	- - -	- - -
Keighley and Worth Valley - -	36,000	12,000	48,000	11,647	- - -	- - -	- - -	- - -
Keith and Duftown - - - -	75,000	16,600	91,600	32,904	- - -	5,820	- - -	- - -
Kendal and Windermere:—(Railway on lease to the Lancaster and Carlisle.)	175,000	56,000	231,000	- No Return to the Order of The House.				
Kensington Station, and North-west and South London Junction.	72,000	24,000	96,000	- No Return to the Order of The House.				
Kent Coast - - - - -	605,000	201,000	806,000	260,060	- - -	297,792	- - -	- - -
Kettering and Thrapstone and Huntingdon.	230,000	75,000	305,000	100,000	- - -	130,000	- - -	- - -

Adding Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. the 31st Dec. 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	7,500	- - -	- - -	- - -	7,500	-	-	
-	7,560	- - -	- - -	- - -	7,560	-	-	
-	- - -	- - -	- - -	- - -	- - -	-	-	
-	1,543	- - -	- - -	- - -	1,543	-	-	
-	224,810	117,050	5	117,050	341,860	-	-	
-	242,980	5,000 75,600 10,400	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	91,000	333,980	-	-	
-	47,970	13,000	4 $\frac{1}{2}$	13,000	60,970	-	-	
-	80,000	- - -	- - -	- - -	80,000	-	-	
-	36,922	- - -	- - -	- - -	36,922	-	-	
-	- - -	- - -	- - -	- - -	- - -	-	-	
-	47,054	23,000	4 $\frac{1}{2}$	23,000	70,054	-	-	
-	-	-	-	-	-	-	-	
-	870,570	111,136 206,393	4 $\frac{1}{4}$ 4	317,529	1,188,099	95,000	50,000	
-	396,350	218,000	4 $\frac{1}{2}$	218,000	614,350	5,000	-	
-	24,755	- - -	- - -	- - -	24,755	-	-	
-	633,936	72,952 56,672 74,427 27,200 1,000	4 4 $\frac{1}{2}$ 5 5 $\frac{1}{2}$ 6	232,251	866,187	50,000	-	
-	- - -	- - -	- - -	- - -	- - -	-	-	
-	66,776	26,500	5	26,500	93,276	-	-	
-	11,647	- - -	- - -	- - -	11,647	-	-	
-	38,724	16,297 303	4 5	16,600	55,324	25,000	25,000	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	557,852	28,180 172,275	5 6	200,455	758,307	-	-	
-	230,000	- - -	- - -	- - -	230,000	-	-	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital, on, and up to, the 31st December 1863 to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Kilkenny Junction - - -	200,000	66,000	266,000	53,904	- - -	- - -	- - -	- - -
Kilmarnock and Troon:—(Railway on lease to the Glasgow and South Western.)	95,000	- - -	95,000	(a) 45,000	8 $\frac{1}{2}$	- - -	- - -	- - -
Kilrush and Kilkee, and Poul- sherry Reclamation.	60,000	20,000	80,000	60,000	- - -	- - -	- - -	- - -
Kington and Eardisley - - -	100,000	33,000	133,000	35,866	- - -	- - -	- - -	- - -
Kirkcudbright - - - - -	60,000	20,000	80,000	54,632	- - -	- - -	- - -	- - -
Knighton - - - - -	106,000	35,300	141,300	51,255	5	- - -	- - -	- - -
Lancashire and Yorkshire - -	15,990,958	4,967,420	(b) 20,958,378	12,093,594	4 $\frac{1}{2}$	794,040 287,793 297,490 53,230 90,780 538,048 684,955 260,050 238,446	6 6 5 5 4 $\frac{5}{8}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5l. 3s. 10d. 4	477,27 1,50
(Preston and Wyre Capital) -	708,000	- - -	708,000	708,000	7	- - -	- - -	- - -
Lancaster and Carlisle - - -	2,991,130	463,000	3,454,130	2,420,300	9 $\frac{1}{2}$	456,000	4 $\frac{1}{2}$	- - -
Landport and Southsea Tramway -	10,000	2,500	12,500	- - -	- - -	- - -	- - -	- - -
Launceston and South Devon -	180,000	60,000	240,000	36,541	- - -	- - -	- - -	- - -
Leadburn, Linton, and Dolphinton -	40,000	13,300	53,300	18,390	- - -	- - -	- - -	- - -
Leeds and Bradford (in the Midland Return).	-	-	-	-	-	-	-	-
Leeds, Bradford, and Halifax Junc- tion.	575,000	180,000	755,000	547,046	6 $\frac{1}{2}$	- - -	- - -	- - -
Leominster and Kington - - -	80,000	26,000	106,000	59,010	4	16,420	4 $\frac{1}{2}$	- - -
Leslie - - - - -	35,000	11,500	46,500	23,429	- - -	- - -	- - -	- - -
Letterkenny - - - - -	100,000	33,300	133,300	13,718	- - -	- - -	- - -	- - -
Leven and East of Fife - - -	112,000	28,800	140,800	Leven Stock, 34,480 East of Fife Stock, 32,930	7 $\frac{1}{2}$ 3	39,960	4 $\frac{1}{2}$	- - -
Limerick and Castlereagh - - -	62,000	20,333	82,333	53,712	- - -	7,780	- - -	- - -
Limerick and Ennis - - - -	150,000	75,000	225,000	91,719	- - -	12,325	- - -	- - -
Limerick and Foynes - - - -	175,000	43,300	218,300	97,160	- - -	32,987	- - -	- - -
Liskeard and Caradon - - - -	30,825	10,000	40,825	11,625 2,100	5 5	7,200	5	- - -
Liskeard and Looe Union Canal -	26,000	14,000	40,000	21,287	5 (on 13,000l.)	- - -	- - -	- - -

including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on, and up to, the 31st December 1863, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.	Capital Authorised.	Capital Paid up.		
	£.	£.		£.	£.	£.	£.	
-	53,904	31,960	5	31,960	85,864	—	—	
-	45,000	-	-	-	45,000	—	—	(a) The Company state that the dividend is only paid on 40,000 <i>l</i> .
-	60,000	-	-	-	60,000	—	—	
-	35,866	-	-	-	35,866	—	—	
-	54,632	1,300	4	1,300	55,932	—	—	
-	51,255	16,400	4 $\frac{1}{2}$	22,000	73,255	—	—	(b) Inclusive of 50,000 <i>l</i> . under 26 & 27 Vict. c. 5.
4	15,817,200	5,600	5	4,096,371	19,913,571	—	—	
3 $\frac{1}{2}$		22,000	4 $\frac{3}{4}$					
		114,473	4 $\frac{1}{2}$					
		1,025,515	4 $\frac{1}{4}$					
		2,811,543	4					
		72,640	3 $\frac{3}{4}$					
-	708,000	-	-	-	708,000	—	—	
-	2,876,300	1,200	4 $\frac{1}{2}$	127,766	3,004,066	110,000	110,000	
		15,000	4 $\frac{1}{4}$					
		111,566	4					
-	-	-	-	-	-	—	—	
-	36,541	-	-	-	36,541	—	—	
-	18,390	-	-	-	18,390	—	—	
-	—	—	—	—	—	—	—	
-	547,046	163,646	4 <i>l</i> . 4 <i>s</i> . 6 <i>d</i> .	163,646	710,692	—	—	
-	75,430	8,980	5	26,000	101,430	—	—	
		17,020	4 $\frac{1}{2}$					
-	23,429	10,300	4 $\frac{1}{2}$	11,500	34,929	—	—	
		1,200	4					
-	13,718	-	-	-	13,718	—	—	
-	107,370	16,300	4	19,700	127,070	—	—	
		3,000	4 $\frac{1}{4}$					
		400	4 $\frac{1}{2}$					
-	61,492	6,500	5	20,333	81,835	—	—	
		1,500	5 $\frac{1}{2}$					
		12,333	5 $\frac{1}{2}$					
-	104,044	24,450	4	75,000	179,044	—	—	
		50,550	5					
-	130,147	(c) 28,500	4	43,300	173,447	5,000	—	(c) Government loan.
		9,300	6					
		5,500	5					
-	21,225	3,000	5	6,000	27,225	—	—	
		3,000	4 $\frac{1}{2}$					
-	21,287	4,000	4 $\frac{1}{2}$	4,000	25,287	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debt or Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Llanelli Railway and Dock - -	781,000	259,880	1,040,880	199,680 84,128 3,133	2 $\frac{1}{4}$	64,000 9,460	5 6	-
Llangollen and Corwen - -	90,000	30,000	120,000	58,951	- - -	- - -	- - -	- -
Llanidloes and Newtown - -	205,000	28,000	233,000	59,910	5	85,000	5	-
Llantrissant and Taff Vale Junction	40,000	13,000	53,000	40,000	5	- - -	- - -	- -
Llynvi Valley - - - -	240,000	79,900	319,900	69,080	4	147,220	5	-
London and Blackwall - - -	1,726,000	573,000	2,299,000	1,452,869	3 $\frac{3}{4}$	250,055	4 $\frac{1}{2}$	-
London and Greenwich:—(Railway on lease to the South Eastern).	760,000	233,300	993,300	550,000	2l. 14s. 2d.	210,000	5	-
London and North Western - -	30,796,569	12,895,816	43,692,385	25,755,350	5 $\frac{1}{8}$	383,018 270,000	5 5 for 3 months.	1,875,136 310,830
(Warrington and Stockport) -	225,000	75,000	300,000	(b) 170,230	- - -	20,510	5	-
London and South Western - -	9,719,327	4,126,800	13,846,127	7,067,964	5	170,990 14,400 1,450,000 11,800	7 5 4 $\frac{1}{2}$ 4	786,448
(Portsmouth) - - - -	400,000	133,000	533,000	349,980	The London and South Western pay an annuity for the purchase of the Portsmouth Railway.			-
(Wimbledon and Dorking) -	94,500	31,500	126,000	70,000	- - -	- - -	- - -	-
London, Brighton, and South Coast	10,117,000	3,335,300	13,452,300	4,885,629	5	220,000 411,177 893,200 2,113,633 353,900	7 6 5 4 $\frac{1}{2}$ 4	1,254,050
London, Chatham, and Dover -	8,240,000	2,724,799	10,964,799	1,525,000	- - -	5,046,276	- - -	-
Londonderry and Coleraine - -	325,775	202,763	528,538	176,050	- - -	146,522	- - -	-

Rate Cent. the Dividend 1863.	Adding Subscriptions	Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on, and up to the 31st December 1863, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are or Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
		Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.	£.		£.	£.	£.	
-	360,401	48,490 5,300 25,665 4,400 55,505	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 5	139,360	499,761	—	—	
-	58,951	29,550	5	29,550	88,501	—	—	
-	144,910	4,500 23,500	5 4	28,000	172,910	120,000	85,000	
-	40,000	6,150	4	6,150	46,150	—	—	
-	216,300	35,310 27,162 4,100	5 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	66,572	282,872	—	—	
-	1,702,915	1,000 63,320 74,550 106,820 120,000 60,150 41,500 54,000	3 $\frac{1}{2}$ 4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	521,340	2,224,255	—	—	
-	760,000	233,300	4	233,300	993,300	—	—	
4 3 $\frac{1}{2}$	28,594,334	1,618,591 1,030,388 7,527,857 91,954 240 700	4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 3	10,269,730	38,864,064	(a) 5,416,463	5,416,463	(a) The Company state that permissive powers given in other Companies' Acts are not always exercised, and that this amount represents the sum actually subscribed.
-	190,840	5,000 28,519 19,950 5,965	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	59,434	250,274	—	—	(b) Exchanged for 157,555 L, London and North Western Stock, at 2 $\frac{1}{2}$ per cent.
4	9,501,602	50,000 847,804 20,000 97,967 2,586,473 18,830 1,100 74,630 3,000	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 3	3,699,804	13,201,406	625,268	625,268	
-	349,980	- - -	- - -	- - -	349,980	—	—	
-	70,000	- - -	- - -	- - -	70,000	—	—	
4	10,131,598	2,200 10,900 166,600 1,388,875 8,900	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$	1,577,375	11,708,973	242,500	176,250	
-	6,571,276	1,550 10,000 1,500,813 4,000 747,500	4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5 5 $\frac{1}{4}$ 6	2,263,863	8,835,139	—	—	
-	322,572	60,000 95,763 32,375 68,416	5 4 2 $\frac{1}{2}$ 3	256,554	579,126	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863 to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debt or Stock or Fund Debt.
	£.	£.	£.	£.		£.		£.
Londonderry and Enniskillen:— (Railway on lease to the Irish North Western.)	455,000	150,000	605,000	129,200	- - -	31,850 3,062 247,669 43,112	6 5 (a) 6	2,100 27,400 5,610
Londonderry and Lough Swilly -	85,000	19,600	104,600	52,523	- - -	- - -	- - -	-
London, Tilbury, and Southend -	662,000	190,000	852,000	650,636	6	- - -	- - -	-
Lostwithiel and Fowey - - -	30,000	10,000	40,000	5,481	- - -	- - -	- - -	-
Ludlow and Cleve Hill - - -	30,000	10,000	40,000	16,300	- - -	- - -	- - -	-
Lymington - - - - -	34,000	7,000	41,000	22,140	1	11,860	5½	-
Lynn and Hunstanton - - -	60,000	20,000	80,000	60,000	4	- - -	- - -	-
Lynn and Sutton Bridge - -	100,000	33,000	133,000	96,068	- - -	- - -	- - -	-
Manchester and Milford - -	666,000	222,000	888,000	49,713	- - -	- - -	- - -	-
Manchester, Buxton, Matlock, and Midlands Junction.	453,750	151,250	605,000	436,250	2l. 8s. 6d.	- - -	- - -	-
Manchester, Sheffield, and Lincoln- shire.	8,592,498	2,772,800	11,365,298	4,090,732	3½	1,998,202 429,052 224,850 366,698	6 5 4½ 3½	79,57
Marlborough - - - - -	45,000	15,000	60,000	22,558	- - -	- - -	- - -	-
Marple, New Mills, and Hayfield Junction.	150,000	50,000	200,000	95,180	- - -	- - -	- - -	-
Maryport and Carlisle - - -	495,000	155,000	650,000	176,175	8½	252,825	7½	-
Maybole and Girvan -	113,000	37,600	150,600	66,809	- - -	45,000	1⅞	-
Merthyr, Tredegar, and Abergavenny: —(Railway on lease to London and North Western.)	220,000	72,900	292,900	170,874	5	- - -	- - -	-
Metropolitan - - - - -	1,650,000	549,333	2,199,333	1,171,464	5 on 847,500 l.	276,850	5	-
Mid-Kent - - - - -	140,000	45,000	185,000	80,000	5½	47,600	5	-
Mid-Kent (Bromley to St. Mary Cray):—(Railway on lease to the London, Chatham, and Dover).	70,000	23,000	93,000	61,550	2½	- - -	- - -	-
Midland - - - - -	21,991,660	5,456,978	27,448,638	10,242,626 978,533 9,577 on cancelled shares.	6⅝ 5	140,000 145,000 25,000 1,949,903 1,253,087 2,475,000 628,128	8 6½ 6⅝ 6 4½ 4	924,90
Midland Counties and Shannon Junc- tion.	115,000	38,300	153,300	38,588	- - -	- - -	- - -	-

including Subscriptions		DebturLoans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debtur Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
4 $\frac{1}{4}$	490,003	27,997	4	112,447	602,450	—	—	(a) One per cent. on account of arrears of dividend.
4 $\frac{1}{2}$		4,700	4 $\frac{1}{2}$					
5 $\frac{3}{4}$		400	4 $\frac{3}{4}$					
		79,350	5					
-	52,523	13,000	5	13,000	65,523	25,000	—	
-	650,636	139,900	4 $\frac{1}{2}$	149,900	800,536	—	—	
		10,000	4 $\frac{3}{4}$					
-	5,481	-	-	-	5,481	—	—	
-	16,300	4,750	5	4,750	21,050	—	—	
-	34,000	4,500	5	7,000	41,000	—	—	
		2,000	4 $\frac{1}{2}$					
		500	4 $\frac{1}{4}$					
-	60,000	20,000	5	20,000	80,000	—	—	
-	96,068	-	-	-	96,068	—	—	
-	49,713	-	-	-	49,713	—	—	
-	436,250	43,158	4	109,128	545,378	—	—	
		25,720	4 $\frac{1}{2}$					
		40,250	4 $\frac{1}{2}$					
4	7,189,110	1,000	3 $\frac{1}{2}$	2,564,658	9,753,768	406,000	294,733	
		21,305	4					
		1,356,261	4 $\frac{1}{2}$					
		60,000	4 $\frac{3}{4}$					
		1,119,747	4 $\frac{1}{2}$					
		6,345	5					
-	22,558	11,115	5	11,115	33,673	—	—	
-	95,180	-	-	-	95,180	—	—	
-	429,000	2,300	4 $\frac{1}{2}$	137,495	566,495	—	—	
		290	4 $\frac{1}{4}$					
		133,805	4					
		1,100	3 $\frac{3}{4}$					
-	111,809	11,000	5	35,600	147,409	—	—	
		16,150	4 $\frac{1}{2}$					
		3,650	4 $\frac{1}{4}$					
		4,800	4					
-	170,874	49,900	5	49,900	220,774	—	—	
-	1,448,314	7,110	5	281,550	1,729,864	—	—	
		274,440	6					
-	127,600	10,000	5	40,000	167,600	—	—	
		30,000	4 $\frac{1}{2}$					
-	61,550	8,000	4 $\frac{1}{2}$	23,000	84,550	—	—	
		15,000	5					
4	19,371,761	1,000	5	4,003,686	23,377,447	484,500	313,625	
		220,000	4 $\frac{1}{2}$					
		222,108	4 $\frac{1}{4}$					
		3,460,293	4					
		98,835	3 $\frac{3}{4}$					
		2,950	3 $\frac{1}{2}$					
		500	2					
-	38,538	-	-	-	38,538	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Midland Great Western of Ireland -	2,778,333	1,009,666	3,787,999	2,155,675	4½	- - -	- - -	- - -
Mid-Wales - - - - -	685,000	227,000	912,000	383,950	- - -	200,000	- - -	- - -
Milford - - - - -	70,000	23,000	93,000	- - -	- - -	- - -	- - -	- - -
Milford Haven Dock and Railway -	140,000	46,000	186,000	- - -	- - -	- - -	- - -	- - -
Mistley Thorpe and Walton - -	60,000	20,000	80,000	- - -	- - -	- - -	- - -	- - -
Mold and Denbigh Junction - -	125,000	41,000	166,000	- - -	- - -	- - -	- - -	- - -
Monkland - - - - -	(a) 794,640	264,880	1,059,520	560,879	4½	55,000 40,000 49,403 2,950	6 5 5 4½	1,020
Monmouthshire Railway and Canal -	925,000	300,000	1,225,000	578,460	5½	315,000	5	- - -
Montrose and Bervie - - - -	70,000	23,000	93,000	- No Return to the Order of The House.				
Morayshire - - - - -	139,700	46,433	186,133	57,104	- - -	55,000	5	- - -
Moretonhampstead and South Devon.	105,000	35,000	140,000	6,954	- - -	- - -	- - -	- - -
Much Wenlock and Severn Junction	68,000	16,000	84,000	- No Return to the Order of The House.				
Nantwich and Market Drayton -	60,000	20,000	80,000	44,222	- - -	- - -	- - -	- - -
Neath and Brecon (late Dulas Valley Mineral).	465,000	155,000	620,000	120,330	- - -	- - -	- - -	- - -
Newcastle and County Down - -	20,000	6,600	26,600	- No Return to the Order of The House.				
New Milford Docks - - - - -	220,000	73,300	293,300	- - -	- - -	- - -	- - -	- - -
Newport Pagnell - - - - -	45,000	15,000	60,000	- - -	- - -	- - -	- - -	- - -
Newry and Armagh - - - - -	247,660	78,000	325,660	50,050	- - -	103,664	- - -	- - -
Newry and Greenore - - - - -	102,000	34,000	136,000	683	- - -	- - -	- - -	- - -
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,910	- - -	20,000	- - -	- - -
Newtown and Machynlleth - - -	190,000	50,000	230,000	79,650	4½	81,920	5	- - -
Northampton and Banbury:—(In the London and North Western Return, 1850).	—	—	—	—	—	—	—	—
Northampton and Banbury Junction (1863).	140,000	46,600	186,600	9,750	- - -	- - -	- - -	- - -

Including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. at the Dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	2,155,675	102,725 56,150 21,000 432,799 7,000 29,280 Exchequer Loan Commissioners. 478,465 Royal Canal Mortgage. 135,860.	4 4 $\frac{1}{4}$ 4 $\frac{3}{8}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	648,954	3,418,954	153,333	116,266	
-	583,950	202,000	5	202,000	785,950	—	—	
-	-	-	-	-	-	—	—	
-	-	-	-	-	-	—	—	
-	-	-	-	-	-	—	—	
-	-	-	-	-	-	—	—	
4	709,252	1,500 208,767 7,231	3 $\frac{1}{2}$ 4 4 $\frac{1}{2}$	217,558	926,810	—	—	(a) The Company state that by issuing stock at a discount, their authorised capital has been reduced by 33,360 L. to the amount stated in this Return.
-	893,460	530 72,238 86,331 94,825 34,777	3 $\frac{1}{2}$ 4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	288,701	1,182,161	40,000	40,000	
-	—	—	—	—	—	—	—	
-	112,104	1,700 17,150 9,383 10,100	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	38,333	150,497	—	—	
-	6,954	-	-	-	6,954	—	—	
-	—	—	—	—	—	—	—	
-	44,222	10,600	5	10,300	54,822	—	—	
-	120,330	20,000	5	20,000	140,330	—	—	
-	—	—	—	—	—	—	—	
-	-	-	-	-	-	—	—	
-	-	-	-	-	-	—	—	
-	153,714	77,000	5	77,000	230,714	—	—	
-	683	-	-	-	683	—	—	
-	119,910	500 200 39,200	4 4 $\frac{1}{2}$ 5	39,900	159,810	—	—	
-	161,570	50,000	5	50,000	211,570	—	—	
-	—	—	—	—	—	—	—	
-	9,750	-	-	-	9,750	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debt or Funded Debt.
	£.	£.	£.	£.		£.		£.
North and South Western Junction -	80,000	25,600	105,600	79,892	5 $\frac{1}{2}$	- - -	- - -	- - -
Northern and Eastern:—(In the Great Eastern Return).	—	—	—	—	—	—	—	—
North British - - - -	8,729,792	3,555,171	12,284,963	2,750,932 97,453 1,280,010 47,233	1 $\frac{1}{2}$ 17. 11 s. 3 d. $\frac{1}{2}$ -	44,660 676,146 2,185,123 391,235	2 $\frac{1}{2}$ 4 5 5 $\frac{1}{2}$	18,287 332,544
North Devon Railway and Dock (Railway on lease to London and South Western).	441,400	147,100	588,500	245,415 25,152 25,152 34,665	1 $\frac{4}{10}$ $\frac{3}{10}$ 3 $\frac{3}{10}$	8,074 (a) 30,438	5	- - -
North Eastern - - - -	26,732,057	8,311,246	(b) 35,043,303	1,508,967 (c) 1,305,000 7,374,766 50,000 3,219,020 1,394,422 159,801	7 $\frac{3}{4}$ 6 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 2 l. 8 s. 9 d.	440,570 1,356,570 537,328 608,720 2,555,000 1,849,955	8 6 5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4	55,670 164,007
North London - - - -	2,225,000	640,966	2,865,966	1,049,930	6 $\frac{1}{2}$	700,000	4 $\frac{1}{2}$	7,075
North Staffordshire - - -	4,470,000	1,483,300	5,953,300	3,200,000	3 $\frac{3}{4}$	(e) 1,170,000	5	- - -
Northumberland Central - -	270,000	90,000	360,000	3,664	- - -	- - -	- - -	- - -
North Union:—(Railway on Lease to the "London and North Western, and Lancashire and Yorkshire," jointly.)	739,201	426,500	1,165,701	739,201	8 $\frac{1}{2}$	- - -	- - -	- - -
North Western:—(Railway on Lease to the Midland.)	1,412,609	346,691	1,759,300	785,560	3	126,285	5	- - -
Norwich and Spalding - -	170,000	56,000	226,000	91,505	- - -	- - -	- - -	- - -
Nottingham and Grantham Railway and Canal:—(Railway and Canal on Lease to the Great Northern).	1,014,000	265,000	1,279,000	1,013,939	4 $\frac{1}{20}$	- - -	- - -	- - -
Ogmore Valley Railways - -	90,000	30,000	120,000	2,400	- - -	- - -	- - -	- - -
Okehampton - - - -	290,000	90,333	386,333	125	- - -	- - -	- - -	- - -

Including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£. 79,892	£. 516 3,000 20,500 1,400	4 4 $\frac{1}{4}$ 4 $\frac{3}{4}$ 4 $\frac{3}{4}$	£. 25,416	£. 105,308	—	—	
—	—	—	—	—	—	—	—	
4 5	7,823,623	50,701 33,195 1,750,302 426,042 390,842 3,000 11,200 31,400	3 $\frac{1}{2}$ 3 $\frac{3}{4}$ 4 4 $\frac{1}{4}$ 4 $\frac{3}{4}$ 4 $\frac{3}{4}$ 4 $\frac{3}{4}$ 5	2,696,682	10,520,305	—	—	
-	368,896	63,400 11,150 3,496 (a) 52,900	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$	130,946	499,842	—	—	(a) Advanced by London and South Western.
4 $\frac{1}{2}$ 4	22,579,796	100,000 787,877 977,008 5,516,430 51,939 4,750	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 3 $\frac{3}{4}$	(d) 7,438,004	30,017,800	206,370	151,407	(b) Exclusive of 300,000 £., which the Company state they were authorised to raise by shares or by loans by the "Leeds Northern Act, 1853," but which did not increase the amount of their capital. (c) 150,000 £. of this is 4 per Cent. Preferential Stock, but participates in any excess of dividend paid on the ordinary stock. (d) The Company state that in addition to this sum, they had, as lessees of the "Hull and Selby and Great North of England, Clarence, and Hartlepool Junction Railways, loans outstanding on the 31st December 1863, to the amount of 236,368 £.
4	1,757,005	30,400 146,800 79,525 111,300	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	368,025	2,125,030	—	—	
-	4,370,000	35,100 276,230 472,414 503,105	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	1,286,849	5,656,849	—	—	(e) For purchase of Trent and Mersey Canal.
-	3,664	-	-	-	3,664	—	—	
-	739,201	329,557 10,000 40,134 24,150 200	4 4 $\frac{1}{5}$ 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	404,041	1,143,242	—	—	
-	911,845	500 32,285 10,050 228,039	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	270,874	1,182,719	—	—	
-	91,505	48,613 7,000	5 4 $\frac{1}{2}$	55,613	147,118	—	—	
-	1,013,939	-	-	-	1,013,939	—	—	
-	2,400	-	-	-	2,400	—	—	
-	125	-	-	-	125	—	—	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Oldham, Ashton-under-Lyne, and Guide Bridge Junction:—(Rail- way on Lease to the "London and North Western" and "Manchester, Sheffield, and Lincolnshire.")	140,000	46,600	186,600	100,000	- - -	40,000	4 $\frac{3}{4}$	- -
Oswestry and Newtown - -	800,000	207,990	1,007,990	240,776	5 $\frac{1}{8}$	462,770	5	- -
Oswestry, Ellesmere, and Whit- church.	210,000	70,000	280,000	167,292	- - -	- - -	- -	- -
Parsonstown and Portumna Bridge	65,000	21,600	86,600	13,276	- - -	- - -	- -	- -
Peebles:—(Railway on Lease to the North British).	97,000	32,000	129,000	70,000	6	27,000	5	- -
Pembroke and Tenby - - -	80,000	26,600	106,600	76,808	- - -	- - -	- -	- -
Penarth Harbour, Dock and Rail- way:—(Railway on Lease to Taff Vale.)	622,000	207,000	829,000	277,300	2	73,856	5	- -
Peterborough, Wisbeach and Sutton	180,000	60,000	240,000	—	—	—	—	—
Perth, Almond Valley, and Methven	25,000	8,000	33,000	17,090	4	- - -	- -	- -
Perth and Dunkeld - - -	80,000	20,000	100,000	76,000	5 $\frac{1}{8}$	- - -	- -	- -
Portadown, Dungannon and Omagh Junction:—(Railway on Lease to the Ulster).	470,775	156,185	626,960	250,820	- - -	66,715	6	- -
Port Carlisle Dock and Railway:— (Railway on Lease to the North British.)	144,137	- - -	144,137	70,600	- - -	- - -	- -	73,537
Portpatrick - - - - -	460,000	150,000	610,000	384,972	- - -	- - -	- -	- -
Preston and Longridge:—(Railway on Lease to the Fleetwood, Preston, and West Riding Junction).	—	—	—	—	—	—	—	—
Ramsey - - - - -	30,000	10,000	40,000	- - -	- - -	- - -	- -	- -
Rathkeale and Newcastle Junction -	50,000	16,600	66,600	10,296	- - -	- - -	- -	- -
Redditch - - - - -	50,000	16,500	66,500	35,000	2 $\frac{1}{2}$	240	- -	- -
Rhymney - - - - -	441,000	147,000	588,000	190,643	2 $\frac{3}{4}$	40,000 31,469 90,000 guaranteed.	6 5 5	- -
Rickmansworth, Amersham, and Chesham.	90,000	30,000	120,000	- - -	- - -	- - -	- -	- -
Ringwood, Christchurch, and Bourne- mouth.	75,000	25,000	100,000	35,467	- - -	- - -	- -	- -
Royston and Hitchin:—(Railway on Lease to the Great Northern).	346,666	115,466	462,132	266,675	6	- - -	- -	- -
St. Andrew's - - - - -	21,000	7,000	28,000	21,000	5	- - -	- -	- -
St. George's Harbour - - -	70,000	20,500	90,500	- No Return to the Order of The House.				
St. Helen's Canal and Railway -	1,059,200	353,000	1,412,200	334,000	3	724,475	5l. 3s. 3d.	-
St. Ives and West Cornwall Junction (1863).	42,000	14,000	56,000	- No Return to the Order of The House.				

Including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans, outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate Cent. of the dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	140,000	1,000 45,457	4 4 1/2	46,457	186,457	-	-	
-	703,546	112,730 94,275	5 4 1/2	207,005	910,551	175,000	105,000	
-	167,292	50,000 17,000	5 4 1/2	67,000	234,292	-	-	
-	13,276	-	-	-	13,276	-	-	
-	97,000	32,000	4	32,000	129,000	-	-	
-	76,808	24,435	5	24,435	101,243	-	-	
-	351,156	3,000 12,600 30,000 61,400	4 4 1/2 4 3/4 5	107,000	458,156	-	-	
-	-	-	-	-	-	-	-	
-	17,000	300 7,700	4 4 1/2	8,000	25,090	-	-	
-	76,000	20,000	4	20,000	96,000	15,000	-	
-	317,535	21,178 50,466 34,938	4 4 1/2 5	106,582	424,117	-	-	
-	144,137	-	-	-	144,137	-	-	
-	384,972	150,000	4 1/2	150,000	534,972	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	10,296	-	-	-	10,296	-	-	
-	35,240	11,500	5	11,500	46,740	-	-	
-	352,112	54,125 21,625 24,250	5 4 3/4 4 1/2	100,000	452,112	-	-	
-	-	-	-	-	-	-	-	
-	35,467	15,000	5	15,000	50,467	-	-	
-	266,675	-	-	-	266,675	-	-	
-	21,000	5,300	4	5,300	26,300	-	-	
-	-	-	-	-	-	-	-	
-	1,058,475	7,100 49,304 263,145 3,000 23,241	4 4 1/2 4 1/2 4 3/4 5	345,790	1,404,265	-	-	
-	-	-	-	-	-	-	-	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, * to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funder Debt.
	£.	£.	£.	£.		£.		£.
Saffron Walden - - - -	95,000	31,000	126,000	6,244	- - -	- - -	- - -	- - -
Salisbury and Dorset Junction -	160,000	53,300	213,300	1,082	- - -	- - -	- - -	- - -
Salisbury and Yeovil - - -	550,000	182,833	732,833	322,622	4 $\frac{5}{8}$	129,328	5	- - -
Salisbury Railway and Market House	12,000	3,600	15,600	12,000	- - -	- - -	- - -	- - -
Saundersfoot Railway and Harbour -	29,500	12,000	41,500	17,500	- - -	- - -	- - -	- - -
Scottish Central - - - -	2,233,400	718,149	2,951,549	1,045,000 299,700	6 2	343,400 400,000	4 $\frac{1}{2}$ 5	307,605
Scottish North Eastern - - -	2,613,192	881,900	3,495,092	829,850 600,000 200,000	18 s. 9 d. 4 $\frac{3}{4}$ 7 $\frac{1}{2}$	150,000 276,239 66,700 160,000 136,825	7 6 5 4 $\frac{1}{2}$ 3 $\frac{1}{2}$	76,888
Seaton and Beer - - - -	36,000	12,000	48,000	- No Return to the Order of The House.				
Sevenoaks, Maidstone, and Tunbridge.	725,000	241,666	966,666	102,670	- - -	112,800	- - -	- - -
Severn Valley :—(Railway on Lease to West Midland).	480,000	160,000	640,000	360,373	3	86,680	4 $\frac{1}{2}$	- - -
Shrewsbury and Hereford :—(Railway on Lease to "London and North Western," "Great Western," and West Midland, jointly).	675,000	225,000	900,000	553,195 (a) 6,753	6 4 $\frac{1}{2}$	50,000	4 $\frac{1}{2}$	35,565
Shrewsbury and Welchpool - -	246,000	72,000	318,000	160,451 (b) 599	4 $\frac{1}{2}$	30,000	4 $\frac{1}{2}$	- - -
Shropshire Union Railway and Canal :—(Railway on Lease to the London and North Western).	1,313,731	814,207	2,127,938	1,304,953	2 l. 11 s. 3 d.	- - -	- - -	- - -
Sidmouth and Budleigh Salterton -	80,000	26,000	106,000	- - -	- - -	- - -	- - -	- - -
Sidmouth Railway and Harbour -	120,000	40,000	160,000	- No Return to the Order of The House.				
Sirhowy - - - -	105,000	35,000	140,000	105,000	8	- - -	- - -	- - -
Sittingbourne and Sheerness - -	150,000	49,600	199,600	49,768	- - -	51,620	- - -	- - -
Sligo and Ballaghadeen - -	40,000	13,300	53,300	- No Return to the Order of The House.				
Somerset and Dorset - - -	777,000	306,000	1,083,000	301,764	- - -	33,955 85,000 76,640	- - -	- - -
Southampton and Netley - -	48,000	16,000	64,000	19,200	- - -	- - -	- - -	- - -
South Devon - - - -	1,839,550	605,666	2,445,216	1,469,425	1 l. 7 s. 9 d.	100,000 270,120	4 $\frac{1}{2}$ 5	80,875 48,638
South Devon and Tavistock :—(Railway on Lease to the South Devon).	190,000	63,300	253,300	152,200	2 l. 0 s. 6 d.	33,375	5	- - -
South Eastern - - - -	9,349,533	5,367,842	14,717,375	7,805,196	5 $\frac{1}{2}$	2,326,011 584,052	4 $\frac{1}{2}$ 5	66,81
(Reading, Guildford, and Reigate)	800,000	- -	800,000	800,000	5 $\frac{1}{2}$	- - -	- - -	- - -

Adding Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are or Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate Cent. the 31st Dec. 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	6,244	- - -	- - -	- - -	6,244	-	-	
-	1,082	- - -	- - -	- - -	1,082	-	-	
-	451,950	3,300 100,000 30,000 49,500	5 4 1/2 4 1/2 4 1/2	182,800	634,750	-	-	
-	12,000	1,500 2,000	5 4 1/2	3,500	15,500	-	-	
-	17,500	8,000	5	8,000	25,500	-	-	
-	2,395,705	3,265 309,922 24,385 79,964	3 1/2 4 4 1/4 4 1/2	417,536	2,813,241	13,400	13,400	
-	2,496,502	200 15,000 579,412 122,180 1,000	3 1/2 3 3/4 4 4 1/2 4 1/2	717,792	3,214,204	7,000	7,000	
-	-	-	-	-	-	-	-	
-	215,470	65,000	6	65,000	280,470	-	-	
-	447,053	160,000	5	160,000	607,053	-	-	
-	645,513	120,500 21,900 44,215	4 1/2 4 1/2 4	186,615	832,128	10,000	5,000	(a) Payments in advance of Calls.
-	191,050	54,000	5	54,000	245,050	-	-	(b) Exclusive of 6,753 l., forfeited shares reissued.
-	1,304,953	7,570 334,087 161,850 216,791	5 4 1/2 4 1/4 4	720,298	2,025,251	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	105,000	35,000	5	35,000	140,000	-	-	
-	101,388	12,000 27,000	6 5	39,000	140,388	-	-	
-	-	-	-	-	-	-	-	
-	497,359	37,710 268,290	4 1/2 5	306,000	(c) 803,359	17,000	4,000	(c) Exclusive of 90,500 l., stated by Company to be "advances on stock."
-	19,200	- - -	- - -	- - -	19,200	-	-	
4 1/2	1,989,055	500 105,565 36,440 300,205 2,800	3 1/2 4 4 1/2 4 1/2 5	445,510	2,414,565	75,500	75,500	
-	185,575	11,200 32,745 10,710 7,800	5 4 1/2 4 1/4 4	62,455	248,030	-	-	
4	10,782,069	1,000 1,686,786 605,435 771,413	3 1/2 4 4 1/4 4 1/2	3,064,634	13,846,703	900,000	900,000	-- Return made up for the year ending 31st Jan. 1864.
-	800,000	- - -	- - -	- - -	800,000	-	-	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
South Leicestershire - - -	195,000	64,000	259,000	42,100 129,126	4	- - -	- - -	-
South Staffordshire :—(Railway on Lease to London and North Western).	1,302,000	431,300	1,733,300	944,935	4½	29,754 100,000	5 4½	-
South Wales Mineral - - -	115,000	38,000	153,000	55,520	- - -	32,110	- - -	-
South Yorkshire and River Dun -	1,310,000	415,625	1,725,625	608,520	5	64,800 262,300 73,347	4 5 5	-
Spalding and Bourne - - -	98,000	32,500	130,500	- - -	- - -	- - -	- - -	-
Stafford and Uttoxeter - - -	130,000	43,300	173,300	12,167	- - -	- - -	- - -	-
Staines, Wokingham, and Woking :— (Railway on Lease to the London and South Western).	340,000	103,000	443,000	251,173	1½	50,000	5	-
Stamford and Essendine - - -	70,000	21,000	91,000	46,500	- - -	18,500	5	-
Stockport and Woodley Junction -	80,000	26,666	106,666	35,000	- - -	19,740	4	-
Stockport, Disley, and Whaley Bridge	385,000	126,600	511,600	135,620 105,000	3½ 1½	20,095	4½	-
Stockport, Timperley, and Altrincham Junction.	245,000	81,666	326,666	114,361	- - -	- - -	- - -	-
Stokes Bay Railway and Pier -	40,000	13,000	53,000	23,364	- - -	14,300	5	-
Stonehouse and Nailsworth - -	66,000	22,000	88,000	3,780	- - -	- - -	- - -	-
Stourbridge - - - - -	245,000	81,600	326,600	123,705	- - -	- - -	- - -	-
Stratford-upon-Avon - - -	82,500	26,700	109,200	64,066	2½	10,870	5	-
Strathspey - - - - -	270,000	90,000	360,000	140,072	- - -	- - -	- - -	-
Swansea Vale - - - - -	213,000	71,000	284,000	128,314	- - -	33,000 17,000 2,200 12,400	6 4 5 6	-
Taff Vale - - - - -	1,460,000	437,000	1,897,000	900,570	9½	165,000 120,000	9½ 4½	38,8
Teign Valley - - - - -	45,000	15,000	60,000	- - -	- - -	- - -	- - -	-
Tenbury - - - - -	30,000	10,000	40,000	24,370	2	- - -	- - -	-
Tenbury and Bewdley - - -	120,000	40,000	160,000	71,437	- - -	- - -	- - -	-
Tendring Hundre ! - - -	125,000	41,300	166,300	21,309	- - -	- - -	- - -	-
Tewkesbury and Malvern - -	265,000	88,000	353,000	235,580	- - -	- - -	- - -	-
Thames Valley - - - - -	110,000	36,000	146,000	67,350	- - -	- - -	- - -	-
Tottenham and Hampstead Junction	210,000	69,900	279,900	23,107	- - -	- - -	- - -	-
Trent, Ancholme, and Grimsby -	120,000	40,000	160,000	120,000	- - -	- - -	- - -	-
Ulster - - - - -	1,030,000	310,000	1,340,000	750,000 210,000 (c) 10,513	5 3	- - -	- - -	41,6

Including Subscriptions		Debt Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debt Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£. 171,226	(a) 34,000	4 $\frac{1}{2}$	£. 34,000	£. 205,226	—	—	(a) The Company state that this sum includes "Temporary Advances."
-	1,074,689	213,350 91,850 32,550	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4	337,750	1,412,439	—	—	
-	87,630	30,700	5	30,700	118,330	—	—	
-	(b) 1,008,967	34,850 330,530 28,400 200	4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	393,980	1,402,947	70,000	50,000	-- This return is exclusive of the navigation capital of the Company. (b) The Company state that this includes 4,619 l. arrears on calls.
-	-	-	-	-	-	-	-	
-	12,167	-	-	-	12,167	—	—	
-	301,173	5,150 8,140 76,710	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$	90,000	391,173	—	—	
-	65,000	200 20,800	4 $\frac{1}{2}$ 5	21,000	86,000	—	—	
-	54,740	20,000	4 $\frac{1}{2}$	20,000	74,740	—	—	
-	260,715	48,650 1,100 66,000	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	115,750	376,465	—	—	
-	114,361	49,296	4 $\frac{1}{2}$	49,296	163,657	—	—	
-	37,664	13,000	5	13,000	50,664	—	—	
-	3,780	-	-	-	3,780	—	—	
-	123,705	26,400	4 $\frac{1}{2}$	26,400	150,105	—	—	
-	80,936	14,000 11,050	5 4 $\frac{1}{2}$	25,050	105,986	—	—	
-	140,072	89,992	4	89,992	230,064	—	—	
-	192,914	71,000	5	71,000	263,914	—	—	
4	1,224,387	238,406 27,700	4 4 $\frac{1}{4}$	266,106	1,490,493	65,000	13,000	
-	-	-	-	-	-	-	-	
-	24,370	4,500 9,700	5 4 $\frac{1}{2}$	14,200	38,570	—	—	
-	71,497	2,850 36,900	4 $\frac{1}{2}$ 5	39,750	111,187	—	—	
-	21,309	5,000	5	5,000	26,309	—	—	
-	235,580	88,000	5	88,000	323,580	—	—	
-	67,350	-	-	-	67,350	—	—	
-	23,107	-	-	-	23,107	—	—	
-	120,000	33,700	4 $\frac{1}{2}$	33,700	153,700	—	—	
4	1,012,148	189,760 70,350 1,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	261,110	1,273,258	125,000	94,000	(c) Paid in advance of calls.

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Uxbridge and Rickmansworth -	70,000	23,300	93,300	-	-	-	-	-
Vale of Clwyd - - - -	120,000	23,300	143,300	60,000	5	29,120	5	-
Vale of Llangollen - - -	79,000	23,000	102,000	45,000	3	-	-	-
Vale of Neath - - - -	1,116,000	366,333	1,482,333	674,190	3 $\frac{1}{2}$	150,000 140,810 118,219	5 5 4 $\frac{1}{2}$	41,054
Vale of Towy:—(Railway on Lease to the Llanelly).	60,000	18,000	78,000	50,807	-	-	-	-
Victoria Station and Pimlico - -	412,500	137,500	550,000	225,000	5	130,000	4 $\frac{1}{2}$	-
Wansbeck - - - - -	130,000	43,000	173,000	102,335	-	-	-	-
Ware, Hadham, and Buntingford -	90,000	29,600	119,600	49,281	-	23,728	-	-
Waterford and Kilkenny:—(Railway on Lease to the Waterford and Limerick).	450,000	149,000	599,000	250,000	-	196,885	1 $\frac{1}{2}$	54,649
Waterford and Limerick - -	965,000	321,100	1,286,100	501,512	1	74,600 300,500	4 $\frac{1}{2}$ 5	500 5,000 10,000 500
Waterford and Passage - - -	80,000	26,600	106,600	-	-	-	-	-
Waterford and Tramore - - -	58,000	19,350	77,350	48,000	$\frac{3}{4}$	10,000	5	-
Watford and Rickmansworth - -	70,000	23,000	93,000	31,420	-	-	-	-
Wellington and Drayton - - -	200,000	66,600	266,600	-	-	-	-	-
Wellington and Severn Junction -	60,000	10,000	70,000	59,772	4 $\frac{1}{2}$	-	-	-
Wenlock - - - - -	125,000	41,500	166,500	- No Return to the Order of The House				
West Cheshire - - - - -	283,000	94,266	377,266	25,016	-	-	-	-
West Cork - - - - -	200,000	66,600	266,600	100,330	-	-	-	-
West Cornwall - - - - -	500,000	165,000	665,000	353,825	$\frac{1}{4}$	28,786	5	-
West Hartlepool Harbour and Railway.	3,220,300	1,029,000	4,249,300	2,364,288 134,375 191,748 292,003	3 3 - -	245,000 31,090 94,660 90,930	2 $\frac{1}{2}$ 4 5 6	-
West London Extension - - -	555,000	185,000	740,000	487,500	-	-	-	-
West Riding and Grimsby - - -	360,000	120,000	480,000	98,060	-	-	-	-
West Shropshire Mineral - - -	150,000	50,000	200,000	81,400	-	-	-	-
West Somerset - - - - -	120,000	40,000	160,000	67,796	-	50,000	2 $\frac{1}{2}$	-
West Somerset Mineral - - -	75,000	21,500	96,500	32,124	5	30,842	6	-
West Yorkshire:—(Late Bradford, Wakefield, and Leeds).	368,000	122,666	490,666	245,099	7	25,955	4	24

Adding Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate Cent. the Dividend 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	-	-	-	-	-	-	-	
-	89,120	20,000	4 $\frac{1}{2}$	20,000	109,120	-	-	
-	45,000	15,000	4 $\frac{1}{2}$	15,000	60,000	10,000	-	
1 $\frac{1}{4}$	1,124,273	69,330 17,000 83,575 111,240 5,000	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	286,145	1,410,418	20,000	16,000	
-	50,807	18,000	5	18,000	68,807	-	-	
-	355,000	37,500 13,000 75,300	4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	125,800	480,800	-	-	
-	102,335	5,350	4	5,350	107,685	-	-	
-	73,009	25,651	5	25,651	98,660	-	-	
-	501,534	54,599 23,251 15,750	4 5 6	93,600	595,134	20,000	5,000	
1 $\frac{1}{4}$	802,612	71,852 2,000 102,620 71,400 53,650	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	301,522	1,194,134	74,500	22,500	
-	-	-	-	-	-	-	-	
-	58,000	19,350	5	19,350	77,350	-	-	
-	31,420	13,000	5	13,000	44,420	-	-	
-	-	-	-	-	-	-	-	
-	59,772	-	-	-	59,772	-	-	
-	-	-	-	-	-	-	-	
-	25,016	-	-	-	25,016	-	-	
-	100,330	-	-	-	100,330	-	-	
-	382,611	40,100 118,250 600	5 4 $\frac{1}{2}$ 4	164,950	547,561	-	-	
-	3,444,094	382,132 96,650 (a) 22,964 (b) 117,643 (b) 459 (b) 67,039	4 $\frac{1}{2}$ 5 4 $\frac{1}{2}$ 4 4 $\frac{1}{2}$ 5	686,887	4,130,981	125,000	125,000	(a) Balance of an Exchequer Loan originally made to the late Clarence Railway Com- pany. (b) Temporary, on special se- curities.
-	487,500	135,000	4 $\frac{1}{2}$	135,000	622,500	-	-	
-	98,060	-	-	-	98,060	-	-	
-	81,400	50,000	5	50,000	131,400	-	-	
-	117,796	40,000	5	40,000	157,796	-	-	
-	62,966	21,500	5	21,500	84,466	10,000	10,000	
-	295,994	29,200 30,650 1,350	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	61,200	357,194	-	-	

NAME OF COMPANY.	Authorised Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, to other Undertakings.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.
	£.	£.	£.	£.		£.		£.
Weymouth and Portland - -	75,000	25,000	100,000	72,280	- - -	- - -	- - -	- - -
Whitehaven and Furness Junction -	364,926	124,933	489,859	227,500 (a) 30,426	5 $\frac{1}{4}$	102,000 4,975	5 $\frac{1}{2}$ 4 $\frac{1}{2}$	- - -
Whitehaven, Cleator, and Egremont	195,000	65,000	260,000	127,370	13 $\frac{1}{2}$	- - -	- - -	- - -
Whitehaven Junction - - -	210,000	69,000	279,000	100,000	8 $\frac{1}{2}$	25,000 7,000 78,000	6 4 $\frac{1}{2}$ 5	- - -
Wimbledon and Croydon:—(Railway on Lease to the London, Brighton, and South Coast).	60,500	13,000	73,500	45,500	- - -	- - -	- - -	- - -
Witney - - - - -	50,000	16,000	66,000	37,850	2 $\frac{1}{2}$	12,150	5	- - -
Wivenhoe and Brightlingsea - -	25,000	8,000	33,000	1,882	- - -	- - -	- - -	- - -
Worcester, Bromyard, and Leominster.	200,000	66,500	266,500	7,751	- - -	- - -	- - -	- - -
Worcester, Dean Forest, and Monmouth.	450,000	150,000	600,000	- - -	- - -	- - -	- - -	- - -
Wrexham and Minera - - -	36,000	12,000	48,000	36,000	- - -	- - -	- - -	- - -
Wrexham, Mold, and Connahs Quay	150,000	50,000	200,000	- - -	- - -	- - -	- - -	- - -
Wycombe - - - - -	420,000	139,600	559,600	60,875 56,392	3 $\frac{1}{2}$	20,000 122,440	4 $\frac{1}{2}$ 4 $\frac{1}{2}$	- - -
£.	355,700,795	119,298,750	474,999,545	204,597,257	- - -	97,496,291	- - -	12,480,7

The undermentioned RAILWAY COMPANIES, notwithstanding repeated Applications addressed to The House :

Ayr and Maybole.
 Bristol and North Somerset.
 Carmarthen and Cardigan.
 Colchester, Stour Valley, Sudbury, and Halstead.
 Cowbridge.
 Downpatrick and Newry.
 Kendal and Windermere.
 Kensington Station, and North-West and South London Junction.
 Montrose and Bervie.

including Subscriptions		Debenture Loans Outstanding on the 31st December 1863, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	72,280	- - -	- - -	- - -	72,280	-	-	
-	364,901	26,090 72,118 24,625 600 1,500	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	124,933	489,834	-	-	(a) On forfeited shares.
-	127,370	33,350 500 4,400	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	38,250	165,620	-	-	
-	210,000	19,750 48,300 950	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	69,000	279,000	-	-	
-	45,500	- - -	- - -	- - -	45,500	-	-	
-	50,000	16,000	5	16,000	66,000	-	-	
-	1,882	- - -	- - -	- - -	1,882	-	-	
-	7,751	- - -	- - -	- - -	7,751	-	-	
-	- - -	- - -	- - -	- - -	- - -	-	-	
-	36,000	- - -	- - -	- - -	(b) 36,000	-	-	(b) Exclusive of 10,209 l. ad- vanced by "Great Western."
-	- - -	- - -	- - -	- - -	- - -	-	-	
-	259,707	4,800 40,941 13,585 8,674 22,562	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 5 5 4 $\frac{1}{2}$	90,562	350,269	-	-	
-	314,574,277	89,641,525	- - -	89,641,525	404,215,802	15,217,883	13,095,985	

to them by the Board of Trade, have neglected to make the Returns required by the Order of

Much-Wenlock and Severn Junction.
Newcastle and County Down.
Rickmansworth, Amersham, and Chesham.
St. George's Harbour.
St. Ives and West Cornwall Junction.
Seaton and Beer.
Sidmouth Railway and Harbour.
Sligo and Ballaghadreen.
Wenlock.

THE following RAILWAY COMPANIES have either abandoned their Undertakings, or have allowed the Powers granted by Parliament for the compulsory Purchase of Land, required for their construction, to expire previous to the 31st December 1863, without such Powers having been exercised.

NAME OF COMPANY.	CAPITAL AUTHORISED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	TOTAL.		
	£.	£.	£.	£.	
Alford Valley - - - - -	100,000	33,333	133,333	4,344	
Ashburton, Newton, and South Devon -	130,000	43,333	173,333	10,570	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	125,000	41,600	166,600	25,000	
Bognor - - - - -	30,000	9,000	39,000	3,000	
Boston, Stamford, and Birmingham - -	532,000	177,266	709,266	83,625	
Bridgewater and Taunton Canal and Stolford Railway and Harbour.	50,000	57,000	107,000	—	
Chard - - - - -	317,000	106,000	423,000	56,459	
Cheltenham and Oxford - - - -	1,000,000	333,000	1,333,000	77,400	
Cockermouth and Workington Extension -	200,000	60,000	260,000	—	
Darenth Valley - - - - -	50,000	16,600	66,600	750	
Delabole and Rock - - - - -	15,000	5,000	20,000	3,595	
Direct London and Portsmouth - -	1,510,000	500,000	2,010,000	134,175	
Dublin, Belfast, and Coleraine Junction -	642,000	214,133	856,133	28,300	
Dundalk and Black Rock - - -	12,000	4,000	16,000	737	
East Gloucestershire - - - - -	600,000	200,000	800,000	—	
Exeter and Exmouth (1846) - - -	160,000	53,000	213,000	16,800	
Exeter, Yeovil and Dorchester - - -	1,400,000	466,000	1,866,000	147,000	
Glasgow, Airdrie and Monklands Junction -	500,000	166,300	666,300	100,062	
Great North of Scotland, Eastern Extension	400,000	133,333	533,333	7,105	
Hayling Bridge and Causeway - - -	5,000	1,600	6,600	319	

NAME OF COMPANY.	CAPITAL AUTHORISED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	TOTAL.		
	£.	£.	£.	£.	
Herne Bay and Canterbury Junction -	30,000	10,000	40,000	2,250	
Kilkenny and Great Southern and Western	225,000	75,000	300,000	—	
Killarney and Valencia - - - -	300,000	100,000	400,000	7,659	
Liverpool, Manchester and Newcastle-upon-Tyne Junction.	1,440,000	473,333	1,913,333	140,000	
Londonderry, Enniskillen and Sligo - -	300,000	100,000	400,000	22,508	
Manchester, Birmingham and North Staffordshire.	80,000	26,666	106,666	—	
Manchester and Salford Extension - -	35,000	11,600	46,600	2,600	
Mayfield - - - - -	12,500	4,000	16,500	—	
Mountmellick Junction - - - -	22,500	7,500	30,000	—	
Northern Counties Union - - -	2,625,000	875,000	3,500,000	210,000	
Paisley, Barrhead and Hurler - - -	230,000	76,666	306,666	24,150	
Parkgate and Chester and Birkenhead -	50,000	16,666	66,666	3,750	
St. Ives and West Cornwall Junction (1853)	32,000	10,000	42,000	—	
Stockton and Darlington and Newcastle and Carlisle Union.	100,000	33,000	133,000	—	
Strathgairn and Breadalbane - - -	120,000	40,000	160,000	12,000	
Swansea and Amman Junction - - -	40,000	13,000	53,000	2,000	
Swansea Valley - - - - -	220,000	73,333	293,333	—	
Templemore and Nenagh - - - -	140,000	46,666	186,666	—	
Tenby, Saundersfoot and South Wales -	140,000	46,000	186,000	10,375	
Wharfedale - - - - -	420,000	140,000	560,000	62,285	
TOTAL OF ABANDONED LINES - £.	14,290,000	4,782,328	19,072,328	1,198,818	

Board of Trade, 1864.

JAMES BOOTH.

RETURN of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of their UNDERTAKING, carried

AMALGAMATION OF	Date in 1863, when the Amalgamation took place.	Act authorising the Amalgamation.	WORKING ARRANGEMENT OF	Date in 1863, when the Working Arrangement came into Operation.	Act authorising the Working Arrangement.
Andover and Redbridge and London and South Western.	To take effect as from 14 Nov. 1862.	26 & 27 Vict. c. 109.	Alva and Edinburgh and Glas- gow.	1 June -	24 & 25 Vict. c. 19.
			Banffshire and Great North of Scotland, in perpetuity.	1 February -	26 & 27 Vict. c. 17.
Chard and London and South Western.	January -	26 & 27 Vict. c. 90.	Berwickshire and North Bri- tish, for 10 years.	16 Nov. -	25 & 26 Vict. c. 1.
			Bishop's Waltham and London and South Western, per- petual.	1 June -	25 & 26 Vict. c. 1.
Chard and Taunton and Bristol and Exeter.	8 June -	26 & 27 Vict. c. 60.	Calne and Great Western - -	3 Nov. -	23 Vict. c. 111.
			Central Wales and London and North Western.	12 August -	26 & 27 Vict. c. 7.
			Cork and Kinsale Junction and Cork and Bandon, for 5 years.	17 June -	22 & 23 Vict. c. 2.
Dundee and Arbroath and Scot- tish, North Eastern.	To take effect as from 1 Feb. 1862.	26 & 27 Vict. c. 231.	Dumfries, Lockmaben, and Lockerby Junction and Cal- ledonian.	1 Sept. -	23 & 24 Vict. c. 8.
Dundee and Perth and Aberdeen Junction (including Dundee and Newtyle) and Scottish Central.	1 August -	26 & 27 Vict. c. 223.	Glasgow and Milngavie Junc- tion and Edinburgh and Glasgow.	20 April -	24 & 25 Vict. c. 1.
			Inverness and Aberdeen Junc- tion and Inverness and Perth Junction, for 10 years.	9 Sept. -	24 & 25 Vict. c. 1.
Irish South Eastern and Great Southern and Western,	1 July -	9 & 10 Vict. c. 167.	Leeds, Bradford and Halifax Junction, and Great North- ern, for no definite period.	1 July -	17 & 18 Vict. c. 7.
			Limerick and Foynes and Waterford and Limerick, for one year.	1 Nov. -	16 & 17 Vict. c. 1.
North Eastern and Stockton and Darlington.	13 July -	26 & 27 Vict. c. 122.	Liskeard and Caradon and Liskeard and Looe Union Canal, for 1 year.	31 March -	21 Vict. c. 11.
			Llantrissant and Taff Vale Junc- tion and Taff Vale, for 10 years.	1 Sept. -	24 & 25 Vict. c. 1.
Petersfield and London and South Western.	January -	26 & 27 Vict. c. 90.	Milford and Great Western, for 10 years.	7 Sept. -	26 & 27 Vict. c. 1.
			Morayshire and Great North of Scotland, in perpetuity.	1 July -	24 & 25 Vict. c. 1.
South Durham and Lancashire Union, Eden Valley, Frosterly and Stanhope, and Stockton and Darlington.	1 January -	25 & 26 Vict. c. 106.	Newtown and Machynlleth and Oswestry and Newtown, for 100 years.	1 May -	23 & 24 Vict. c. 1.
			Ringwood, Christchurch and Bournemouth, and London and South Western, for 10 years.	To take effect as from 13 Mar. 1862.	22 & 23 Vict. c. 1.
South Wales - - - -	1 August -	26 & 27 Vict. c. 113.	Shrewsbury and Welshpool and London and North Western.	28 July -	26 & 27 Vict. c. 1.
Swansea and Neath and Vale of Neath.	5 August -	26 & 27 Vict. c. 120.	Stamford and Essendine and Great Northern, for one year.	1 Nov. -	16 & 17 Vict. c. 1.
			Stourbridge and Great Western for 10 years.	1 April -	23 Vict. c. 94.
Waveney Valley and Great Eastern.	21 July -	26 & 27 Vict. c. 190.	Tendring Hundred and Great Eastern.	8 May -	26 & 27 Vict. c. 1.
			Vale of Llanguollen and Great Western, for 10 years.	1 Sept. -	22 & 23 Vict. c. 1.
West Midland - - - -	1 August -	26 & 27 Vict. c. 113.	Ware, Hadham and Bunting- ford, and Great Eastern, for 10 years.	3 July -	24 & 25 Vict. c. 1.
			Wellington and Drayton and Nantwich and Market Dray- ton, for 6 years.	9 Oct. -	25 & 26 Vict. c. 1.

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into effect by RAILWAY COMPANIES during the Year 1863, under the authority of an Act of Parliament.

SALE OF	Date in 1863, when the Undertaking was Sold.	Act under which the Undertaking was Sold.	LEASE OF	Date in 1863, when the Undertaking was Leased.	Act authorising the Lease.
Canoe Chase to the London and North Western.	12 August -	26 & 27 Vict. c. 217.	Banbridge, Lisburn and Bel- fast, to the Ulster, for 21 years.	3 Sept. -	25 & 26 Vict. c. 108.
Conway and Llanrwst to the London and North Western.	12 August -	26 & 27 Vict. c. 217.	Mid-Kent (Bromley to St. Mary Cray) to the London, Chat- ham and Dover, for 990 years.	1 Sept. -	25 & 26 Vict. c. 224.
Farnstead Junction to the London and North Western.	12 August -	26 & 27 Vict. c. 217.			

RAILWAYS.

I.

RETURN, by the Board of Trade, of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade, during the Year ended 31st December 1863.

II.

RETURNS, by the several RAILWAY COMPANIES in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon their respective Railways in Passengers and Goods, during the Year ended 31st December 1863, &c.

III.

RETURNS of the WORKING EXPENDITURE, &c. of each RAILWAY during the Year ended 31st December 1863, &c.

IV.

RETURNS by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL, &c., on 31st December 1863:—RETURN of any AMALGAMATION, WORKING ARRANGEMENT, &c. of RAILWAY COMPANIES carried into effect during the Year 1863, &c.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
8 February 1864.*

[*Price 1 s.*]

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of April, July, August, September, October,
November, and December,

1 8 6 3.

(PART FOURTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1864.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1864.

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BRISTOL AND EXETER RAILWAY.

Railway Department, Board of Trade,
SIR, *Whitehall, 6th August, 1863.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Bristol and Exeter Railway, the enclosed copy of the Report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 4th ultimo to a passenger train at a curve near the junction of the Weston-super-Mare branch of the Bristol and Exeter Railway.

I have, &c.

The Secretary to the W. D. FANE.
Bristol and Exeter
Railway Company.

SIR, *Devonport, 3d Aug. 1863.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 21st ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 4th July to a passenger train, when travelling round a curve in the immediate vicinity of the junction of the Weston-super-Mare branch of the Bristol and Exeter Railway, when two persons are reported to have been slightly injured.

It appears that on the day named, as the 4.40 p.m. down train from Bristol to Weston, consisting of engine and tender and eight vehicles, was on its way from the junction to Weston, the engine mounted the rail on the outside of the curve, and ran for about 90 yards from the spot at which it is supposed to have got off the line, dragging one carriage with it off the rails, and a pair of wheels of another carriage. The engine was slightly damaged. The place pointed out to me as that at which the engine mounted, is in the middle of a rail, about 560 yards from the cross-over road whence the train started, after stopping at the down platform at Weston Junction station, and thence shunted back over this cross-over road in order to get on to the up main line that is connected with the branch line.

The junction line curve varies in amount, but at the place where the engine mounted it is about 14 chains radius, which with engines of a moderate length of wheel base would not be at all objectionable. Before any reparation was done to the line, it was examined by the Company's engineer, Mr. Fox, and he states that the permanent way of rails laid on longitudinal timbers, similar to that usually laid down on the broad gauge system, was in good order, and

undisturbed at the point where the engine got off; that the line was about $\frac{1}{4}$ or $\frac{3}{8}$ inch wide of gauge, and that the cant or super elevation of the outer rail was upwards of six inches, and that as far as the line was concerned there was nothing to account for the accident.

The train was drawn by an eight-wheeled engine, four wheels of 4 feet 2 inches in diameter, in front of the driving wheels of 7 feet 6 inches diameter, and 2 wheels of four feet diameter behind the driving wheels. The four leading wheels are not placed in a bogie frame, and although there are no flanges on the driving wheels, the distance between the centres of the axles of the leading and trailing wheels is 18 feet 3 inches, and 13 feet 5 inches between the axles of the second pair of wheels in front of the driving wheel and that of the trailing wheels. The engine had come out of the shops about three weeks before, and had run 2,954 miles since it was thoroughly repaired, and it had taken the same train six times previously to Weston, since it came out of the workshops. The traffic on the Weston branch is mostly worked by a tank engine of much less wheel base; but the trains from Bristol for Weston are generally worked by one of the main line engines, similar to the one used on the day of the accident.

The engine driver states that he was not travelling above eight miles an hour when the engine got off; but I think it probable that the speed was considerably greater, looking to the distance which the engine run. I do not, however, consider that the accident was occasioned by running at too great speed, but by the use of an engine of too great a length of wheel base for the curve on which it had to run. The engine is unsuited to work the traffic over this branch on account of the sharpness of the curve.

I understand there have been several instances in which the same class of engines have got off the rails on this same curve. Fortunately these accidents have not hitherto been attended with very serious results; but the directors and officials of the Bristol and Exeter Railway Company will incur a heavy responsibility in the event of a fatal accident occurring at the same spot from the continued use of this class of engines, and I would submit for their consideration the propriety of discontinuing their use on the Weston branch, or to make such an alteration of the curve as will enable the engines to travel safely over the line.

I have &c.

The Secretary to the
Bristol and Exeter
Railway Company.

W. YOLLAND,
Colonel, R.E.

CALEDONIAN RAILWAY.

Railway Department, Board of Trade,
SIR, *Whitehall, 23rd October 1863.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances that attended the collision which occurred on the 9th instant at the Port Glasgow station of the Caledonian Railway, and to request that, in laying the same before the Directors of the Company, you will recommend to their care-

ful consideration the observations of the inspecting officer on the signal arrangements at that station.

I am, &c.

The Secretary to the
Caledonian Railway
Company.

JAMES BOOTH.

SIR, *Glasgow, 19th October, 1863.*

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the

Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th instant at the Port Glasgow station of the Caledonian Railway.

This station is 20 miles from Glasgow and $2\frac{1}{2}$ miles from Greenock. There is no platform signal. The distant-signal on the west (towards Greenock) is 215 yards from the passenger platform. In approaching the station from Greenock, there is about a mile of straight line to the distant-signal, which is visible in clear weather from that distance. The line curves then, first to the right, and afterwards to the left. The up-platform is on the second of the above curves, and the station is completely hidden from an approaching driver until he arrives within 233 yards of that platform, or 18 yards of the distant signal. He is unable to see a train standing at the station, indeed, until he is almost passing the distant-signal. There are descending gradients from the westward upon Port Glasgow, of 1 in 480 for 14 chains, and 1 in 7407 for 101 chains further from that station.

The steamer from Belfast arrived late at Greenock on the morning in question; and the mail train due to leave Greenock for Glasgow at 5.15 only left the former station at 6.23. It consisted of an engine and tender and 5 carriages, with two guards. It travelled at rather less speed than usual, because the rails were slippery; and it took eleven minutes between the departure from Greenock, and the departure from Port Glasgow, instead of 8 minutes, as allowed in the time bill. It reached Port Glasgow at 6.33, and was starting from that station at 6.34, when a mineral engine, which was following it on the same line of rails, came into collision with it.

The hind guard, who had charge of a break-carriage at the tail of the train, was in the act of stepping into it, when he saw this engine approaching, travelling tender-first. He had just time to get out of the way, and no time to call to the passengers, before the collision occurred. His carriage was broken to pieces, the tender which struck it having been forced through three compartments, of the six which it contained. The other carriages were comparatively little damaged, and went forward to Glasgow. The buffer-blocks and break-blocks of the tender were broken, but the tank remained entire. Unfortunately, a "mason's labourer" in the employment of the Company, who was travelling to his work, was killed on the spot; another passenger has since died from the injuries she received; a labourer and porter (also in the Company's service) were injured; and the drivers of both of the engines were much hurt.

It was a dull morning; but the Port Glasgow signal might have been seen for more than a quarter of a mile according to one, and for more than half a mile according to the other, of the guards of the passenger train. A platform policeman was on duty at the station. He reached it at 4.50 a.m., opened the booking office at 5.15, shut it at 5.25., and went out on the platform to wait for and attend to the train. He put out the two gas lamps (which he had previously lighted) as soon as it was daylight; and the train reached him, he believes, at 6.29. Two passengers alighted, and two took their seats in it, and it was starting again within a minute after its arrival when the accident occurred. He asserts, positively, that he crossed to the opposite platform, where the signal-handle is placed, and turned the signal to danger on the approach of the mail train, and as soon as that train had passed it, and that he looked again at the signal, and saw that it was still at danger after the collision.

The mineral engine had left Gushetfaulds, on the "South side" of Glasgow, at 4.45 on that morning, with 25 loaded coal waggons and a van, and had reached Greenock with them at 6 o'clock. After taking water, the engine-driver placed some of his waggons in the sidings for which they were destined, and shunted the remainder to the up main line. The pointsman directed him to draw his train to the down line, to allow the mail train to pass out, and he did so.

He afterwards returned to the up line, left his waggons there for the harbour engine to take them down the branch on the north of that line, oiled one side of his engine, and, as there were no empty waggons to go back to Glasgow, started again for Gushetfaulds with his van only about 6.30, as nearly as he could judge without looking at his watch.

He and his fireman assert that the Port Glasgow signal was at all right as they approached it, and passed it, and that they therefore saw no symptoms of danger until they suddenly came in sight of the train in front of them at the station. After reversing, the engine-driver looked out at the side of his engine to make sure that the lights which he had seen were those of a train, and he was struck while in that position by his reversing lever, which, flying forward, knocked him backwards against the corner of his tender and injured him severely. The fireman jumped off the engine and escaped unhurt.

It is difficult to form an opinion in this case as to whether the platform policeman neglected to turn his signal to danger on the arrival of the mail train at Port Glasgow, or whether the driver of the mineral engine failed to observe it at danger as he approached that station. This question will, however, be further sifted, as the engine-driver, fireman, breaksman, and platform policeman, have all been committed for trial on a charge of culpable neglect of duty. The breaksman states that he did not see the signal at all.

The engine-driver had only filled that office for a month, though he had been a fireman for 6 years and had acted as driver occasionally for 4 years. He had not been to Greenock for 2 years previously, but had been there before that time as breaksman or fireman "for 8 or 9 years off and on," sometimes twice a month, sometimes not for 2 or 3 months.

The platform policeman at Port Glasgow was an old soldier of excellent character and good service, who had been at that station for 10 months, and who appears to have performed his duties there with regularity.

I have already given 6.23 as the time at which the mail train left Greenock, and 6.34 as that at which the collision occurred. Those times were booked by one of the guards of the passenger train, the former when the train started, the latter immediately after the collision.

The pointsman at the goods depôt at Greenock also gives 6.22 or 6.23 as the time at which he lowered his signal, and thus started the mail train from Greenock, and states that he looked at his time-piece at 6.21 when the engine-driver of that train first whistled to intimate that he was ready to start. He detained him for a minute or two, while the mineral train was being shunted from the up to the down line to make way for him.

This man had only been regularly employed at his post for 6 weeks, though he had been a porter at Greenock for 8 or 9 years, and had frequently taken the pointsman's duty for 2 years. He stated to me that the mineral engine left him as nearly as he could guess at 6.28, though he admitted that he might have said 6.30 when previously questioned on the subject, and he believed that it was going to stop at Churchill siding, about a mile from Greenock, to take on empty waggons. There is much discrepancy as to a conversation which he alleges to have taken place upon this subject with the breaksman of the mineral train.

A pointsman at Arthur Street coal siding, half a mile from Greenock, who has been there for nearly 10 years, states that the mail train passed him at 6.24, and the mineral engine more than 5 minutes afterwards, by his clock. He also thought that the mineral engine might be going to stop at Churchill siding.

A pointsman at Hill End, 250 or 300 yards east of the pointsman at Arthur Street, who has been there 11 months, produces a book in which he entered 6.28 and 6.33 as the times at which the mail train and the mineral engine passed him respectively, by his clock,

and says that he made those entries as soon as they had passed and before he heard of the accident.

The pointsman at Churchill siding (a mile from Greenock), who has been there for nearly 3 years, and in the Company's service for 23 years, saw the mail train pass at 6.26, and the mineral engine between 6.31 and 6.32 by his clock.

The pointsman at Bogston, $1\frac{3}{4}$ miles from Greenock, who has been there upwards of 5 years, saw the mail train pass at 6.28, and the mineral engine at 6.31, both by his timepiece, and he states that he waved his hand to the engine driver, to indicate to him that there was a train within 5 minutes before him; and that as he did not see the mineral engine until it was close upon him, he had no time to give a more efficient signal. This motion of the hand was not noticed by the driver or fireman of the mineral engine.

There is thus a considerable amount of evidence in regard to the progress of the train and engine, and it is more consistent than evidence as to time usually is. I infer from it, taking it as a whole, that the mineral engine left Greenock about 5 minutes after the mail train, and that it travelled to Port Glasgow in about 6 minutes for the $2\frac{1}{2}$ miles, or at a speed of 25 miles an hour. As the mail train approached that station, the engine was gradually overtaking it, and when it slackened speed for the purpose of stopping at the station, the engine of course overtook it rapidly. The engine was probably travelling at something like that speed also, when the driver suddenly saw the tail of the train at the station about 250 yards in front of him.

The blame of the collision rests principally between the driver of the mineral engine and the platform policeman at Port Glasgow, and I am unable to come to a conclusion as to which of them was in fault. If the signal was at danger, the engine driver ought to have been able, with only one break-van behind him, to have avoided the collision without difficulty. If the signal was at all right, he would naturally have been deceived, and have fallen, indeed, into as complete a trap as could be laid for him. That condition of the signal would have indicated to him, not only that the train had passed away from the station, but that it had gone forward at least 5 minutes before, and the position of the station was such, as I have already explained, as to hide the train from him until he was close upon the signal.

The printed regulations of the Company provide (No. 26) that every person on the line who is intrusted with signals shall observe every passing engine or train, and that if any other engine or train follows within 5 minutes on the same line, the "red

signal to stop" must be shown, and every effort must be made to attract attention to it. It further directs that a caution signal must be shown if there be an interval of more than five minutes and less than ten after the passage of an engine or train.

This regulation was not obeyed on this occasion by the pointsmen between Greenock and Glasgow. They none of them gave, or appeared to see any necessity for giving, a caution or any other signal, except the pointsman at Bogston, who waved his hand, to intimate an interval of 3 minutes, to the driver of the mineral engine. This man had entered the word "cautioned" in his record book, opposite to the figures which indicated the time at which the mineral engine passed him. The circumstances of the traffic on this part of the line would seem to have influenced them in their mode of working.

The superintendent of the Company considers it to be their duty to carry out this rule with their fixed signals, while the pointsmen at Churchill and Bogston, and (according to the Company's Inspector of Police (at some other sidings on branch lines, use their fixed signals for obstructions only, and their hand signals (flags and lamps) for passing trains. This is a point which should be decided in one way or the other; but the rule as it stands, taken in connection with those that precede and those that follow it, does not appear to me to direct by any means in an unmistakable manner that *fixed* signals are always to be used in such cases at mineral sidings.

It will have been observed from what I have previously stated, that the signal arrangements at Port Glasgow are not of an efficient character. It is true that the distant-signal towards Greenock can be seen for a long distance in clear weather, and that it ought to have been sufficient, if it had been properly worked and observed, to have prevented the present accident. One engine and a van may be stopped within a comparatively short distance; but it is very desirable that a distant-signal should be erected some 400 or 500 yards further from the station, to which the existing signal might act as a return signal, that they should be worked from the up instead of the down platform, and that platform signals should also be supplied. The signals would then be sufficient for longer trains, and more foggy weather. The telegraph, also, would be a great aid to safety on a line on which the traffic is so heavy and the sidings are so frequent.

*The Secretary
Railway Department,
Board of Trade.*

I have, &c.,
H. W. TYLER,
Capt. R.E.

GREAT EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 24th September, 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train on the Lynn and Hunstanton line on the 3rd ultimo.

My Lords hope to hear from the Directors that the recommendation of the inspecting officer will be attended to.

I am, &c.
T. H. FARRER.

*The Secretary of the
Great Eastern Railway
Company.*

SIR, *Ticehurst, 21st September, 1863.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your minute of the 5th ultimo, I have inquired into the accident that occurred on the 3rd ultimo on the Lynn and Hunstanton Railway.

This is a single line, $14\frac{3}{4}$ miles long, on the north-west coast of Norfolk. It is worked by the Great Eastern Railway Company, who carried excursionists to Hunstanton at cheap fares from Lynn and Wisbeach, on Sundays, Mondays, and Thursdays in June and July. The excursionists travelled in the ordinary passenger trains from Lynn, at 9.15 a.m., and 12.5 and 3.10 p.m., on Mondays and Thursdays; and at 9.30 a.m. and 2.15 p.m. on Sundays. They returned from Hunstanton by the ordinary trains on Sundays at 7.45 p.m. only, and (until the day in question) on Mondays and Thursdays by the 4.20 and 7.45 afternoon trains.

On the previous Monday (the 27th July) the 7.45 p.m. trains from Hunstanton to Lynn consisted of two engines and tenders, 34 carriages, and two break-vans, and it was found to be very inconvenient to stop it at all the stations, to take up and set down passengers. It was therefore arranged that on the day in question the trains should, if necessary, be divided both in going to and in returning from Hunstanton. There were on that day between 700 and 800 excursionists from Lynn and Wisbeach. The ordinary train at 9.15 from Lynn consisted of an engine and tender, 11 carriages, and a break-van; and it was followed at 9.30 by a special train, with 14 carriages and a break-van.

The 7.45 p.m. ordinary train from Hunstanton left that station at 7.47, according to the station-master by the station clock, and according to the guard, and punctually at 7.45 according to the evidence of the engine-driver; but at 7.42, three minutes too soon, according to the engine-driver of the following train, who particularly noticed as it left the station that it was before its proper time. This train consisted of an engine and tender, 14 carriages, and a break-van. It reached the Lynn ticket platform at 8.35, and the "arcade" in the station at 8.45, after stopping at five intermediate stations. The engine-driver had seen a heifer upon the line about two miles from Lynn, and had shut off his steam in approaching it. He caught sight of it about 30 yards before he reached it, and as he passed it it appeared to him to be leaving the line.

A special train, consisting of an engine and tender, 15 carriages, and a break-van, followed the above ordinary (7.45) train from Hunstanton. It left that station at 8.0 p.m. by the engine-driver, the guard, and one of the passengers, at 8.3 by another passenger, and at 8.7 by the station-master and station porter. It stopped at Snettisham and Wolferton, and left those stations at 8.15 and 8.25 respectively, by the driver's watch. It passed Wootton according to the station-master, without stopping, at 8.35 (the former train having passed him at 8.24); and it proceeded forwards towards Lynn at a speed which was estimated by the station-master at Wootton (at the time) to have been 40 miles an hour, but which is stated by the driver and guard to have been from 25 to 28 miles an hour, and not to have been greater than usual.

As the train approached the 2-mile post from Lynn the engine-driver saw a heifer about 40 yards in front of him between the rails. He shut off his steam, told the fireman to apply the tender-break, and whistled for the guard's break. The engine passed over the heifer with no other injury than the fracture of one of the feed-pipes and a bulge in the ash-pan, and without leaving the rails. The three first carriages followed also without being thrown off the line, though there were marks on the wheels which indicated that they had passed over some portions of it. The axles of the fourth carriage appear both of them to have come in contact with the body of the heifer; and that carriage, with the fifth, sixth, eighth, and ninth, were all thrown off the line. The engine-driver felt a violent jerk behind him after he passed the heifer, and saw on looking back what had occurred. He told his fireman to ease off the tender-break by way of keeping the couplings stretched and preventing the carriages from overrunning one another; but one of the couplings gave way, and the disconnected carriages, left to themselves, came to a stand very soon afterwards.

Three carriages only remained attached to the engine, and the trailing wheels of the third carriage had been pulled off the rails, apparently by the carriages behind it, as they left the line to the right. The fourth carriage (No. 78, first-class,) appears, after striking the heifer, to have come in contact with a piece of timber at the side of the rail at a level crossing, and thus, after causing the jerk in the train which induced the engine driver to look back, to have been thrown down upon its side clear of the rails. The fifth (No. 51, third-class,) carriage coming in contact with it, had its front end, its right side, and

part of its bottom knocked out. The sixth (No. 279, third-class) carriage lay on its side behind it, but was not so much broken up. The seventh (No. 244, third-class) was on its wheels, and is said to have been on the rails. The eighth (No. 55, third-class) was turned over, and twisted partly round, and its body having been separated from the framing and smashed to pieces, its framing lay bottom upwards, with the wheels in the air. The ninth carriage was twisted round by its own momentum, and that of the carriages behind it, in front of the eighth, but the remainder were brought to a stand behind it, upon the rails.

The heifer seems first to have been struck at a point 65 yards north of the 2-mile post from Lynn. At 42 yards from that point the first-class carriage, No. 78, left the rails. At 58 yards from it the body of the heifer was found after the accident. At 142 yards from it was the level crossing, the timber roadway of which contributed so materially to aggravate the evil effects of the accident. At 190 yards lay the wrecks of the carriages, and at 240 yards the engine came to a stand.

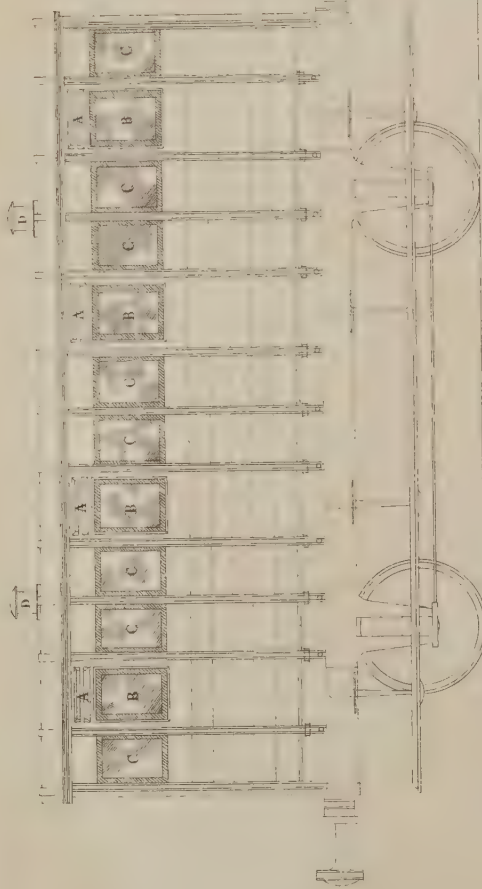
Six persons had unfortunately lost their lives at the time of my inquiry, and they were said to have been riding, with one exception, in the front compartment of No. 279 third-class carriage. The end bar of the body of this carriage was very much decayed. Another is since reported to have died. Besides minor results, some thirty of the passengers also were more or less seriously injured.

The lamentable results which have attended this accident, were partly attributable, as I have said, to the unfortunate circumstance of No. 78 carriage coming in contact with a piece of timber forming the roadway at a level crossing. That carriage thus received a sudden check, was turned to the right, thrown down on its side, and brought suddenly to a stand, while the carriages from behind ran forward upon it and upon each other, and even curled round with their trailing ends foremost to complete the disaster. But it was also partly due to the want of stronger carriages and of a better supply of break power. The engine-driver only saw the heifer, it is true, (in the dusk of the evening) about 40 yards ahead of him, according to his own statement, and could not have materially slackened his speed before he struck it, even if it was desirable that he should do so. But the wrecks of the carriages were 190 yards, as I have stated, in front of the point where the heifer was struck, and 230 yards in front of the point at which it was first seen, and a more satisfactory proportion of break-power would have enabled the guard to do much towards stopping the train in that distance, and towards preventing the carriages from coming so violently into contact with one another. One guard cannot be considered sufficient to take charge of so long a train and to control so great a number of passengers. One break-van to 15 loaded carriages is powerless when a train is required to be stopped quickly in a case of emergency, and is less than reasonable precaution for the safety of the public demands. A van at each end of such a train with a break working continuously over two or three carriages, on a system such as that either of Mr. Newall or Mr. Fay, will enable it to be brought to a stand within a comparatively short distance. Continuous breaks are working with success on many railways, and have been doing so for years; and it is very desirable that their employment should be rapidly extended.

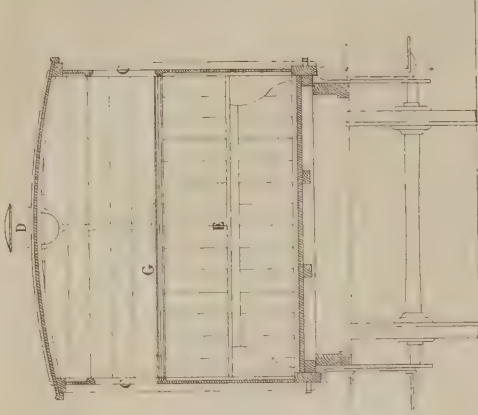
It would appear, as I have said, that five of the passengers who lost their lives were riding in the front compartment of No. 279 carriage, and immediately behind the "end bar" which was found to be so much decayed. How far the decay of this bar may or may not have contributed to their deaths I am unable to say, because the carriage had been moved before I visited the spot, and I was unable to ascertain the exact position in which the broken portions were first found. This carriage was a stronger one in other respects than No. 51 immediately in front of it, which suffered so severely.

INVERNESS AND ABERDEEN JUNCTION RAILWAY.—THIRD CLASS CARRIAGE.

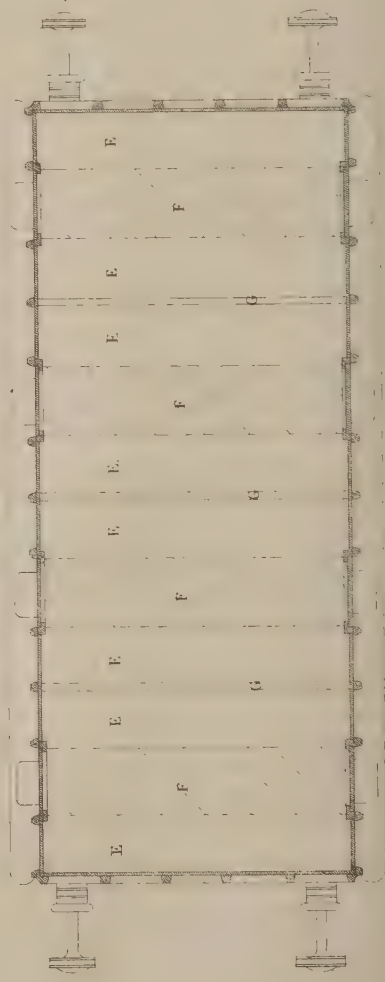
ELEVATION.



TRANSVERSE SECTION.



PLAN



- A Ventilators at top of doors each side
 - B Do in doors closed by glass frame
 - C Fixed glass side lights all the length
 - D Windows in each carriage
 - E Seats 7' 6" long
 - F Through passage 1' 9" wide
 - G Front and shoulder seats when passengers are seated
- Height inside from floor to centre of roof 6' 5"
 Area of eight ventilators marked A 124 sq inches
 Total length of carriage 19' 6"

The experience of other accidents has amply demonstrated that strong sound carriages are highly conducive, when an accident occurs, to the safety of the passengers. The Stockton and Darlington Company, for instance, have been in the habit of adding vertical end beams as an additional security to carriages of strong construction, and I had occasion to draw their Lordships' attention, in reporting upon an accident which occurred on the South Durham and Lancashire section of that railway on the 29th of August 1861, to the advantage of that system, combined with continuous breaks. An engine and train conveying 300 excursionists, and travelling at considerable speed down a heavy gradient, was thrown off the line and down the side of an embankment. The engine fell over on its side at 82 yards only from the point at which it first left the rails, and the engine driver was killed, but the passengers escaped without loss of life, and even with very little injury.

The mode of construction which has been adopted for many years by Mr. Allan of Perth, and which is becoming more generally employed in Scotland, is also worthy of notice. The vertical bars at the ends and sides of the bodies of the carriages are attached to the exterior of the lower horizontal bars by bolts and U-pieces, instead of being morticed into them, and the horizontal bars are laid edgewise instead of on their sides. Greater strength is thus obtained with the same weight of material, and every part is left open for examination. The accompanying sketch shows a third-class carriage of the Inverness and Aberdeen Junction Company thus constructed. In the case of No. 279 carriage, above referred to, the decay of the end-bar could not have been detected without the previous removal of the parts that covered it.

The heifer which caused the present accident had escaped from a field in the occupation of Mr. Edward Bloomfield, which was separated from the railway, partly by a post-and-rail fence, with a small ditch on the outside; and partly by a larger ditch, intended to act as a wet ditch, with a low rail on the inside. When I inspected the railway in September of last year, previously to its being opened for traffic, the water in the ditch formed a sufficient protection to the railway. But in the course of the dry summer which has passed, the ditches dried up in this and other places, and cattle strayed from time to time upon the railway. The Great Eastern Company, who worked and maintained the line, aware of the inadequacy of this and other parts of the fencing, had commenced some months before the accident to add an excellent wire fence, composed of seven wires on iron straining pillars, and intermediate wood posts, inside the original fence, to render it secure; and they had requested Mr. Bloomfield to remove his cattle until his fence should have been made good in this manner. But Mr. Bloomfield was unable to comply with their request, and a platelayer was appointed to watch his cattle in the meantime, and to prevent them from straying upon the line. The platelayer had remained near the spot for about a week, and was there on the day on which the accident occurred until 5.30 p.m. At that time, his foreman, not seeing the cattle, and under the belief that they had been removed from the field, unfortunately directed him to leave the spot, and to proceed to another part of the line, about a mile distant, where the old fence had been removed and the new one was being erected. The heifer must have got upon the

line at least an hour before the accident occurred, as it was seen by a passenger in a return excursion train from Cambridge, which left Hunstanton about 6.45 p.m. The lowest part of the fence, over which it probably came, was 11 feet wide at the top by 3 feet deep, with a rail 9½ inches high on the inside, and the sides were not in good order.

The running of these excursion trains, one after another over the single line, was not in accordance with the undertaking with which I was furnished by the chairman, Mr. Lightly Simpson, and the secretary, Mr. Bond, after I inspected the line, and which was transmitted to their Lordships in my report of the 30th September 1862, that "only one engine in steam or two or more coupled together shall be allowed to be upon the single line at one and the same time." The superintendent of the Great Eastern Company was anxious, after their Lordships had sanctioned the opening of the line, to introduce the train-staff system of working upon it, and thus to obtain greater facility for carrying on the traffic; and he made an application to me on the subject. As I had recommended their Lordships to open the line without distant signals at the stations, solely upon the representation that only one engine (or two or more coupled together) should be employed upon it at one time, I was unable, of course, to give a favourable reply to that application until the extra signals which would be required had been supplied. I now recommend the directors of the Great Eastern Company to give orders (if they have not already done so) for completing those signals, and crossing-places at the stations, without delay; and afterwards to send in a formal application to their Lordships, stating that this has been done, and requesting to be allowed to substitute a certificate of working the single line with the train-staff—for which there will then be no objection—in place of that above referred to.

I observed also, when on the spot, that the other undertakings, forwarded by me in the same report, and signed by the engineer of the Great Eastern Railway and the engineer of the Lynn and Hunstanton Railway, to the effect that a complete double junction should be formed at Gaywood within three months from the 29th September 1862, and that a locking apparatus should be supplied for working it on the system known as Saxby's patent within the same period, had not been carried out. A second line of rails had, indeed, been laid on the branch up to the main line, and a junction-stage had been constructed. But the double junction still remained to be completed and worked in the manner indicated, and the working of the two lines between the junction and the station as single lines, with the pushing of the trains in front of the engine into the arcade, which I had desired to obviate, was still continued. The Great Eastern Company should now lose no time in amending these arrangements and in improving the accommodation at their station at Lynn, which, as it now stands, is anything but a credit to themselves or a source of convenience or safety to the public.

I have been obliged to defer sending in this report until I could, after performing other duties in various parts of the country, find an opportunity for consulting certain papers in London.

I have, &c.

*The Secretary of the
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R. E.

GREAT EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 13th November 1863.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed Copy of the Report made by Colonel Yolland, R.E., the officer appointed by their Lordships to enquire into the circumstances connected

with the collision that occurred on the 2d instant, at the Brick Lane Goods Station of the Great Eastern Railway.

*The Secretary of the
Great Eastern
Railway Company.*

I have, &c.,
JAMES BOOTH.

Sir, 1, *Whitehall*, 10th November 1863.

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 5th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 2d instant, between a passenger and a goods train, at the Brick Lane siding junction on the Great Eastern Railway, by which three passengers, it is understood, were slightly hurt, in addition to the guard of the passenger train, who was severely injured, and the driver and fireman belonging to the engine of the same train, and the fireman of the goods train, were also injured, but not seriously.

The Brick Lane siding junction is somewhat less than half a mile east from the Bishopgate Street Station of the Great Eastern Railway; and at this part there are sidings lying north and south of the main lines. The goods yard of this company is situated on a different level from the main line, which is on a viaduct, and the waggons are transferred from the sidings above to the yard below, and vice versa, by means of hoists worked by hydraulic machinery. The arrangement of goods trains intended to be despatched to the country, is partly carried out in the goods yard on the low level, and partly in the sidings above.

On the night of the 2d instant, between 10.30 and 10.40, one of the inspectors at Brick Lane went down with an engine and four trucks (a portion of the 10.40 down Yarmouth goods train), along the down line to the junction of the siding lying south of the main line at Brick Lane, and asked permission of the signalman in charge of the signals at that junction to take the engine and trucks into the siding, telling the signalman that he would not have space in the siding to place the engine clear of the up main line, and that he was not to let anything come up the main line. The signalman gave permission for the engine and trucks to enter the siding, first placing the up distant signal at danger, and told the inspector it was all right, and he would look out. There is a discrepancy as to the time when the inspector obtained this permission to go into the siding. He says that it was at 10.35, and the signalman names 10.30. There is no question whatever, however, as to the signalman having been distinctly told that the engine could not stand in this siding clear of the up main line, as there were some waggons between the hoist and the siding junction; and a waggon was in the act of being lifted from the yard below as the trucks were pushed back into the siding, so that the other trucks could not be pushed further back into the siding until that on the hoist had been raised and turned on the turn-table. The signalman says the inspector told him that the road would be clear by the time the next up train was due, and he answered the inspector "all right," and saw no more of him until the collision had taken place.

The signalman states, that at 10.40 p.m. he received a telegraphic call from Mile End, the next station to the east, about half a mile distant, and in reply he gave the telegraphic signal "clear" for an up train; then he immediately called to the middle signal station, situated in the yard between Brick Lane and the Bishopgate Street Station, as soon as he saw the up train coming, and received the telegraphic signal "clear" from the middle signal station. He then went out of his box and looked up the line, and saw the white light on the goods engine, standing in the siding, and he considered that, according to the position of the light, the engine stood clear of the up main line; and then he lowered the junction

signal for the train to pass, at about 10.45, and the collision took place about 10.47. The up train referred to was the 10 p.m. up Loughton train, which consisted of engine and tender, five carriages, and one break van; and the driver of the engine informed me, that when he reached Mile End Station where they were appointed to stop, the Brick Lane signal was all right for them to go on; that they were due at Mile End at 10.40, and were running, he thinks, at the proper time, so as to reach Bishopgate Street Station at 10.45. They stopped about one minute at Mile End, and then proceeded, and just as he got opposite to the Brick Lane signal box, he caught sight of the chimney of the goods engine, and saw that the engine was foul of the main line, but there was not time to do anything towards pulling up. He thinks he was running at from 10 to 15 miles an hour, and believes he shut off the steam, as he found the regulator shut when he recovered his senses after the collision had taken place. The collision occurred about 50 yards west of the Brick Lane siding junction. Both engines were damaged. The passenger engine was thrown off the rails, and the trailing wheels of the goods engine also; but none of the carriages or waggons were thrown off the rails. The end of the break van of the passenger train was broken.

The collision was evidently caused by the gross carelessness of the signalman on duty at Brick Lane siding junction, in having allowed the up Loughton passenger train to advance, before he had received any signal from the inspector or from the driver of the goods engine, or assured himself of the engine being perfectly clear of the up main line. But the fact is, that the Great Eastern Railway at this part is greatly crowded with traffic, and when worked with the utmost care, there must be numerous cases in which the public are subjected to great risk.

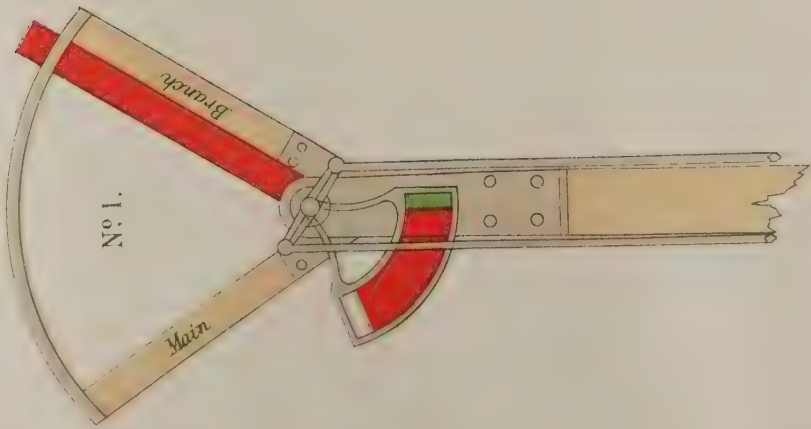
So long ago as May 1860, the superintendent of the line (Mr. Robertson), had issued an order that "no truck or other vehicle must be permitted to stand on the Stratford side of the two permanent scotches in the junction siding, Brick Lane, in order to have space for an engine to be admitted into that siding, and stand clear of the up main line, and the Brick Lane inspector is to be responsible that this order is acted up to." But in this instance, the inspector on duty is the person who proceeds deliberately to disobey it, as he tells the signalman, when asking permission for the engine and trucks to be allowed to enter the siding, that the engine will stand foul of the main line. He represents the collision as taking place at 10.37 p.m., and the signalman at 10.47. The driver of the up Loughton train guesses that it took place about 10.42, and it is probable that he is very nearly correct.

The traffic on this part of the Great Eastern Railway is worked with the assistance of the electric telegraph, and a man and a boy are allowed for doing the work at the Brick Lane signal station; but it is to be regretted, that no record is kept in this signal box of the telegraphic signals given and received, relating to the traffic, and of the times of arrival and departure of all trains. Had this been done, the length of time which the goods engine stood foul of the main line, would at once have been seen; and I am satisfied that the necessity for keeping such records causes the men to take more care in the performance of their duties.

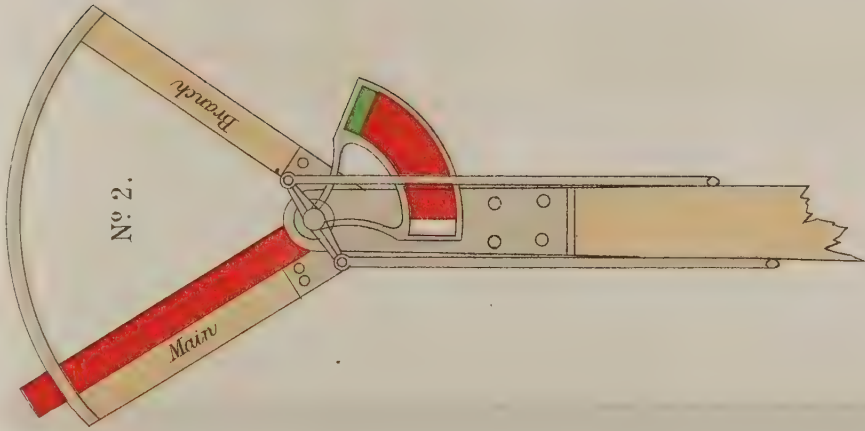
I have, &c.,
W. YOLLAND.

*The Secretary,
Railway Department,
Board of Trade.*

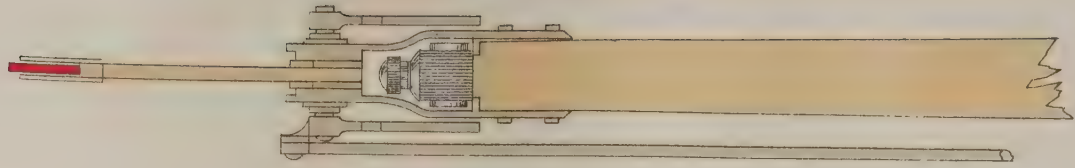
POINTS RIGHT FOR BRANCH LINE.



POINTS RIGHT FOR MAIN LINE.



POINTS NOT RIGHT FOR EITHER LINE.



SIDE ELEVATION.

Scale $\frac{3}{4}$ of an Inch to a Foot.

GREAT EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 2nd February 1864.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the accident which occurred to a passenger train at the Brentwood Station on the 16th December last.

*The Secretary of the
Great Eastern
Railway Company.*

I am, &c.,
JAMES BOOTH.

SIR, *Liverpool, 26th January 1864.*

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 16th ultimo near the Brentwood Station of the Great Eastern Railway.

This station is $17\frac{3}{4}$ miles from London, and is on a gradient of 1 in 100, falling for two miles and 13 chains towards London. Five hundred yards to the west of it there is a "blind siding" connected with the down line, which was laid in some time since, after a number of vehicles had run back for a considerable distance along that line; and which was intended to catch any vehicles that might escape in future, and thus prevent risk to the traffic. The points were weighted so as to stand open for the blind siding, and were under the charge of a pointsman, whose hut was opposite to them on the up line.

A fish train from Yarmouth reached Brentwood at 3.10 on the morning in question, and started again almost immediately for Romford and London. It broke down before it reached Romford, in consequence of the failure of an axle of one of the trucks; and the foreman porter, George Knappett, who was in charge of the Brentwood Station, was informed that the up line was thus blocked, first by the engine driver of a goods train travelling in the opposite direction, who reached Brentwood about 3.40; and afterwards, as he proceeded from the goods to the passenger station, by the telegraph clerk, who had received a message to that effect.

The up mail train from Ipswich, consisting of an engine and tender, a dummy van, a guard's van, a post-office van, a first-class, and a second-class carriage, reached Brentwood punctually at 3.31, and was detained until the fish train had been reported by telegraph to be clear of Romford. Knappett sent the telegraph clerk to the station-master, who lived about 50 yards from the station, to inform him of the fish train having broken down, and that the mail train was waiting at the station, and to ask for instructions. He was told in reply to forward the mail train along the down line to Romford, taking care that all was clear to that station; and he proceeded to carry out the instructions contained in the inclosed special order No. 1030, which applied to such a case.

He arranged by telegraph with the night porter at Romford that the down line should be kept clear until the mail train reached that station; he shunted the mail train across to that line; he furnished the driver with a written order to start; and he telegraphed again to Romford to announce its departure as it started.

By the time these arrangements were made, the station-master had reached the station; and after he had inspected the messages to and from Romford, and

expressed his satisfaction with them, he saw the mail train start away. It was, he says, 60 yards from him as he left the station door. Neither he nor the foreman porter remembered, unfortunately, that the blind-siding above referred to was connected with the down line, and that the points would be open to it, until the signalman called out to the night-foreman two or three minutes after the train had gone, "Surely, Denny (the pointsman) has not let the mail run into the dead siding."

The pointsman himself came up to the station shortly afterwards to report that the train had so run into the siding; and this man, having been left uninformed, cannot be blamed. He had not heard of the fish train having broken down, he did not know why the mail train was so late, and he was not aware that the latter train was coming towards him on the down line. He only saw that it was on that line when it was about 4 yards from him, and he had then no time to get to his point-handle, and turn the points over to allow it to pass safely.

The engine-driver of the mail train supposed on receiving the written order to start along the down line that all would be right for him to Romford, and the first signals which he expected to see were those from the disabled train. He ran in the dark into the blind siding without being aware of it; and, in fact, the first notice which he received was by his engine and tender running over the earthen mound at the end of that siding, and falling on their sides on the slope of the bank below. The two vans followed the tender over the end of the siding, as well as the leading wheels of the post-office van; but the trailing wheels of that van, and all the wheels of the other vehicles, remained on the rails.

The engine-driver escaped with some severe bruises, which kept him from his work for about a month; but the fireman was unfortunately killed by being crushed under the tender, and two of the post-office clerks were injured. There was only one booked passenger in the train, and he, as well as some Company's servants who travelled by it, appears to have been uninjured.

It is very necessary that a blind siding should be maintained in connection with the down line south of this station, to prevent risk from vehicles breaking away at the passenger or goods station; but it is desirable that a signal arm and lamp of some sort should be worked in connection with the points leading to it, to show their position by day and night respectively. There is a cross-over road on the west of the points leading to this siding, which might advantageously be left open from the down to the up line when the latter line is clear, but which should always be closed,—at the same time that the siding points are opened,—when the up line is not clear, and when a train is about to leave Brentwood for London.

I recommend that the pointsman near this blind siding be now provided with "bell-and-arm" communications to and from the station, worked by a wire, such as is in common use; and that the cross-over-road points and the siding points, both on the down line, be worked by one lever, and in connection with a signal indicator, showing by day and night on some such principle as in the inclosed diagram, the position in which they stand, as the best mode of providing against the risk of such an accident in future.

It would be a prudent measure also to raise the end of the blind siding, in order that the speed of any vehicles which may run back into it may be checked before they reach the west end of it.

I have, &c.,
The Secretary,
Board of Trade,
Whitehall.
H. W. TYLER,
Capt. R.E.

GREAT EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th February 1864.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the collision at the Brentwood Station on the 30th December last.

I am, &c.,
JAMES BOOTH.
*The Secretary of the
Great Eastern
Railway Company.*

SIR, *Whitehall, 1st February 1864.*

IN compliance with the instructions contained in your minute of the 2nd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 30th December last at the Brentwood Station of the Great Eastern Railway.

This station is $17\frac{3}{4}$ miles from London, and on a gradient of 1 in 100, falling for 2 miles and 13 chains towards London. A siding which passes through a goods-store on the north of the railway, is directly connected with the down line by a pair of "leading points" on the west of the passenger platform, and is indirectly connected with it by a second pair of leading points further to the westward. Between these two pairs of points a cross-over road joins the two main lines.

About 10 o'clock on the morning in question, the owners of some pipes and slates which lay in a truck in the goods-store, were anxious to obtain them; and the "head horse-keeper," as they were waiting, drew the truck out on the down main line through the first points above referred to with two horses, intending to let it run *up* the down main line as far as the second pair of points, and then into the siding in which it could be unloaded. He thought that his assistant, whom he had informed of the destination of the trucks, would first hold the points leading from the down line to the up line, and then run to the second pair of siding points, which also required to be held, and which were 53 yards from them. But the assistant went to the lower siding points only, and the crossing points having been set for the up line, the truck ran towards that line just as the express train from Norwich to London was approaching the station.

That train left Norwich at 7 a.m. with an engine and tender, a break-van, and three carriages; it took up five carriages and a second break-van at Ipswich; it left Chelmsford at 9:45, 7 minutes late; and it approached Brentwood at 10:12, 12 minutes later than usual, at a speed of 35 or 40 miles an hour. The signals were right for it to pass, and the engine-driver did not therefore attempt to slacken speed till he saw some porters on the line with their hands up when he was about 100 yards from the station, and the truck itself when he was close to the station platform. He then did what he could towards pulling up, but the engine struck the truck before he had time to reduce his speed, and carried it forward

for about 300 yards. At the end of this distance the truck got under the engine, lifted the leading wheels, and threw them off the rails; and the engine came to a stand in this condition at 400 yards from the station. The smoke-box and buffer-plank of the engine were damaged, and the sides of the carriages were grazed by the truck, which became disengaged from the engine before it stopped, and tore off the door handles and footsteps on the left of the train; but it does not appear that any of the passengers were injured.

The horse-keeper who allowed this truck to run towards the up line, was a careful, experienced man, who had been in the Company's service for six years; but he disobeyed an express order of the company, issued a year previously, which prohibited the shunting of trucks in this manner when a train was due on either line of rails. He did so, he says, because he knew that an express train was due on the down line at 10:30, and he hoped to get the truck out of the goods store between the two trains. It so happened that he had himself called the attention of the station-master to this order when that officer joined the station a few months before. When he found that the truck was running down the cross-over road instead of along the down line, that he was unable to stop it, and that the up express train was approaching, he endeavoured to push it forward, as being the safest course, in order to get it fair upon the up road. The station master, who had gone to the goods shed after starting the 9:52 train, and was cautioning the goods porters in regard to the working of another portion of the goods yard, heard the shouting, saw the danger, ran to the spot, and assisted the horse-keeper in pushing the truck forward.

The signalman was standing at the up signal, which he had lowered to allow the express train to pass, and which he was about to turn to danger after it had gone by. He was unable to see the goods shed or the line near it from that signal, and was not therefore aware of the danger as the train approached.

The position of the signalman, out of sight of that part of the line, was a serious defect in the arrangements of the Company. They are now rectifying it, and are about to construct a raised stage in a conspicuous position, from which he may be able to see whether the line is clear, and to work his main and distant signals accordingly. I recommend that the points at the goods store through which the waggons pass to go towards the down line, be worked from the same stage. The working of them might be so arranged that they could only be set for the direction of the main line when the signals were at danger, and that they should be locked towards the siding when the signals were lowered. It is not sufficient in such cases merely to issue an order by which a horse-keeper is prohibited from shunting his trucks at particular times; but it is necessary that the points and sidings so connected with a main line should be in sight of and under the charge of responsible signalmen, whose special duty it is to guard them by signals before permitting the main lines to be obstructed, and to prevent porters and horse keepers from making use of them when it is not safe to do so, and from otherwise endangering the safety of the traffic.

I have, &c.,
H. W. TYLER,
Capt., R.E.
*The Secretary,
Board of Trade,
Whitehall.*

GREAT NORTHERN RAILWAY.

*Railway Department, Board of Trade,
January 27th 1864.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to

be laid before the Directors of the Great Northern Railway Company, the enclosed copies of the reports made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the causes connected with

the accidents which occurred on the Great Northern Railway near Corby Station, on the 17th and 18th ultimo.

*The Secretary of the
Great Northern
Railway Company.*

I am, &c.,
JAMES BOOTH.

SIR, *Dublin 22nd January 1864.*

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your instructions of the 30th ult. I have inquired into the circumstances connected with the accident on the Great Northern Railway, near Corby, on the night of the 17th ultimo. No person was injured, except the driver of an empty coal train, whose knee was bruised.

The Scotch express goods train, composed of an engine, tender, 34 goods waggons, and a break van at the tail of the train, passed Corby Station on its way to London about 9.30 p.m. on the evening in question. When it got about a mile and a quarter south of Corby, the hind drawbar of the ninth waggon gave away, in consequence of the nut by which it was secured having come off. The drawbar hung to the tenth waggon, and one end dropping on to the ballast, lifted the waggon off the rails. Thirteen others were also thrown off the rails, and seven or eight of them smashed; some of these waggons fouled

the down line. As the railway at this place is on a falling gradient of 1 in 200 for about five miles, the engine driver was not aware that he had left the greater part of his train behind; when he reached Essendine, his attention was called to the fact by the signalman. The guard of the express goods, who was in the van at the tail of the train with a drover, hurried back to Corby Station to stop all trains, but on getting there he found that an empty coal train had already left Bytham on the down line. The driver of this empty coal train, who left Essendine about 9.15 p.m., could receive no notice of the accident. His engine came into contact with the goods waggons, which were foul of the down line, was thrown off the road, and fell against the side of the cutting; the tender stood across the road, but none of the 40 empty waggons, of which the train consisted, left the rails, nor did the break van at the tail of the train. The only waggon damaged was the one next the tender. Both lines remained blocked till morning by which time one was again cleared for traffic.

The accident was caused by the drawbar of the ninth waggon of the express goods train coming out, in consequence of its insecure fastening. It belonged to the Stockton and Darlington Company.

I have, &c.,
F. H. RICH,
Railway Department,
Board of Trade.
Capt. R.E.

GREAT NORTHERN RAILWAY.

SIR, *Dublin, 22nd January 1864.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 30th ultimo, I have inquired into the circumstances connected with the accident on the Great Northern Railway, on the morning of the 18th December 1863, when the up express goods train from Manchester was run into by a coal train near Corby Station. The driver of the coal train was hurt in the hand, and a drover, who was in the guard's van of the goods train, was shaken.

In consequence of the accident, which occurred on the evening of the 17th ultimo, about a mile and a quarter to the south of Corby, it was necessary to work a single line between Corby and Bytham, on the morning of the 18th December 1863, and the usual precautions under such circumstances were adopted. Several trains had collected at Grantham, in consequence of the stoppage at Corby; amongst them was the express goods up from Manchester, and a coal train. It is the regulation and custom on the Great Northern Railway, that goods trains shall take precedence of coal trains, but the coal train in question left the yard at Grantham first, although the shunter, whose duty it was to start the trains, signalled with his arms to the driver to stop, and warned the guard that he would get himself into trouble.

The coal train was afterwards stopped by telegraph at Pontam, and shunted for the Manchester express goods train to pass it there.

The guard of the coal train admits that he gave his driver orders to proceed from Grantham, in consequence of instructions received from a clerk, who bears him out, but he allows that it was the shunter's duty to start the trains, and that he saw the latter signalling to the driver to stop, as he (the guard) was moving towards his break van. He says that he had no power to stop the train when he saw the shunter signalling to the driver, as the latter was already too far from him.

The express goods left Grantham about 9.50 a.m., and passed the coal train which was shunted for that

purpose at Pontam. It proceeded all right till near Corby, where the auxiliary signal was against it, and the train was brought to a stand with the last van, about 110 yards within the auxiliary signal. The station signal was also at danger. Three down goods were coming over the single line.

The guard of the Manchester express goods went back about 500 yards to protect his train, as soon as it came to a stand within the auxiliary. He states that he had no time to go further; but the auxiliary can be seen for a long distance when approaching it.

The approach to Corby from Pontam is on a falling gradient of 1 in 178 for about three miles; there is a tunnel at the top of the incline, and a signalman's hut at the south end of the tunnel. The driver of the coal train (which consisted of an engine and tender, 30 loaded waggons, and a guard's break at the end of the train,) admits that he received a caution signal from the man at the telegraph hut, and also signals to stop, from the drivers of two down goods trains, which he passed between the telegraph hut and Corby auxiliary signal, but he and his fireman both affirm, that the auxiliary was at all right. The evidence of the guard of his train, of the guard of the express goods, of the signalman of Corby Station, and of two guards standing on the platform at Corby, proves that such was not the case. The guard of the coal train moreover states, that when his train got over the top of the bank, he thought the speed too great and put on his breaks to check it, but without effect. The guard of the express, who went back to protect his train, states that the speed of the coal train when approaching the auxiliary was about 20 or 25 miles per hour. The breaks were on, but the driver does not appear to have reversed and put steam on, till within 200 yards of the goods train. He ran into it at a speed of about 6 to 8 miles an hour. His engine mounted on a pair of the wheels of the guards van of the goods train, was lifted off the road, and remained hanging over on her near side; nine waggons of his train were broken. The guard's van of the express goods, the waggon next to it, and a cattle truck, in front of the train, were broken, and several others damaged.

The collision appears to have been caused by the disregard of signals on the part of the engine driver of the coal train, and the speed at which he came down the incline approaching Corby. I was informed by the officers of the Company, that they proposed to adopt the telegraph system on the Corby incline,

which would appear very desirable as an additional precaution, considering the amount of traffic.

I have, &c.,

To the Secretary,
Railway Department,
Board of Trade.

F. H. RICH,
Capt. R.E.

GREAT SOUTHERN AND WESTERN (IRELAND) RAILWAY.

Railway Department, Board of Trade,

SIR, *Whitehall, 7th September 1863.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Southern and Western Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident at the Glenbane level crossing, on the 26th July last, by which three persons lost their lives.

My Lords will be glad to be informed as early as possible of any steps which the Directors may propose to take for preventing the occurrence of a similar accident, not only at the Glenbane level crossing but at all other public level crossings of the Great Southern and Western Railway where the gates, signals, or regulations, may be defective.

I am, &c.,

*The Secretary of
Great Southern and Western
(of Ireland) Railway Company.*

T. H. FARRER.

Railway Department, Board of Trade,

SIR, *Whitehall, 28th August 1863.*

WITH reference to your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident which occurred, on the 26th July 1863, at the Glenbane public level crossing of the Great Southern and Western Railway of Ireland.

Glenbane crossing is situated about $3\frac{3}{4}$ miles south of the Limerick Junction. The high road from Tipperary to Glenbane and Nicker, crosses the Great Southern and Western Railway on the level, at this point. The railway, as it approaches the level crossing from the north, is on an ascending gradient of 1 in 650, and as it approaches it from the south, is on an ascending gradient of 1 in 680, so that the level crossing is the highest point of the line adjacent. The public road, however, falls towards the railway, particularly at the eastern side, where it falls considerably and makes a sharp turn between high banks just before it enters the line. It is impossible therefore for the driver of an engine to see anything so low as a donkey cart about to cross the railway, and it would be also probably impossible for any one driving along the road of approach at a moderate speed to pull up outside the lines of railway should the gates be open, and that he received no warning before reaching them. It appears that the gates were open on the morning of the 26th July, when the accident happened, that the boy in charge had gone into the lodge where the gate-keeper resides to look at the clock, and that the donkey cart, with two men sitting behind with their backs to the donkey, and a boy in front driving, came cantering down the road towards the railway. The boy in charge of the gates heard the engine coming and saw the danger of the donkey cart and its occupants. The evidence shows that he rushed at the donkey and endeavoured, at his own risk, to stop the cart, but failed to do so, and was borne, at the head of the donkey, across the down line, and thus escaped the fate of the two men and the boy who was driving, all of whom were killed. One of the men was carried on with the engine and dropped off dead further down the line, the man and

the boy were killed on the spot, and the donkey died shortly after. The evidence shows that the boy driving the donkey struck him two or three times to urge him forward against the boy who laid hold of his head to stop him.

If he did, it was probably the cause of saving the last boy's life, but whether he did or not it is improbable that the cart could have been stopped in time, considering the pace at which it is stated that the donkey was travelling, the load in the cart, the descent of the road towards the railway, and its close proximity when the warning was given.

It appears that Henry Twiss, the man in charge of Glenbane gate, was dressing at the time of the accident, and that his son, an intelligent lad of fifteen, who is also employed by the Great Southern and Western Railway Company to assist in the duties, was in charge of the gates at the time. It was about 9.30 A.M. Sunday morning. There is a chapel close to the level crossing; the gates were opened about eight minutes previous for a horseman, and were not closed after him, as so many people were passing across to chapel. There is a stile for foot passengers close to the large gates, but the stile consists of stepping stones in the side of a five feet wall, and is so inconvenient that foot passengers will not use it. The level crossing gates are of wrought iron. They have evidently been constructed to close across the railway as well as across the public road, which latter they now do, but they have been so fixed behind stops on the public road that the gatekeeper cannot, even if he wished it, close the gates across the railway. In opening them for passengers to pass they open back against the sides of the public road, afford no safety to passengers or cattle passing over the railway, and it is impossible for the driver of an engine to tell whether they are open or shut. The gates themselves are unfit for level crossing gates, being from their strength and material liable to damage the rolling stock, or the people in a train, if they should be closed across the railway when a train is passing. The stop block on the road is liable to upset horses and passengers, and should not have been permitted, except in the shape of a stone, with a bolt hole sunk to the level of the public road. The present stop block is a suitable one to stop the gates when closed across the railway. A proper and convenient stile should be provided for foot passengers.

I understand that all the level crossing gates on the Great Southern and Western Railway are similar to the Glenbane gates; if so, the sooner they are altered the better, and fixed so that they cannot open backwards against the sides of the public roads. There is a signal post close to the gates, but from the evidence of the gateman, who has been 14 years in the Company's service, it appears that the danger signal was only used in case the railway was blocked up, or to prevent trains following within less than five minutes of each other.

He states that he never used it for persons or vehicles passing over the railway, and that the superintendent was aware that such was the universal construction put upon the regulations, by the men in charge of gates. He is borne out in this, by no evidence being produced to contradict him, by the fact that the lamp on the signal post has never been lit since he has been at the station, a period of six years, and by the impracticability of his working the signal in its present position and form, for continual

passenger traffic over the line. There is no doubt that in a case like the Sunday morning of the 26th July, when the gates were kept open for a continual stream of people going to chapel, that the signal ought to have been at danger, and the regulations which have been laid before me by one of the Company's officers would appear to order such at paragraph 19, page 64. The gateman, in opposition to this, states that passengers or carts were never considered obstructions, that the officer who handed in the regulations, and is in charge of this part of the line, was aware that the gate signal was never used for passengers on the road, and that it was solely intended to be used for obstructions consequent on trains breaking down, or trains following each other too closely, and that for 14 years that he had been in the Company's employment, he had never used it otherwise.

The regulations referring to this question will be found at pages 8 and 9, 56 to 59, and page 64. They appear to me all to refer to danger to be apprehended, from circumstances that might occur, to interrupt the traffic on the railway. Not one appears to me to refer to the danger to be apprehended to passengers crossing the line.

No. 3 Rule, page 56, states, that the gates are never to be closed across the line, when a train can be seen or heard approaching. The risk of this regulation being disobeyed, was amply provided for by the arrangement of the gates, which rendered it impossible to close them across the railway at any time.

The engine which caused the accident, had taken the train with the American mail from Cork to Dublin on the evening previous; she left Dublin to return to Cork early Sunday morning, stopped at the Limerick Junction on her way, and reached Glenbane level crossing about 9:30 A.M. She is said to have been travelling at the rate of 25 miles per hour, but in the present instance her rate of travelling would not signify, as it must have been so close to the level crossing, when the donkey cart entered the line of railway, as to render it impossible to pull up. The signal at the gate was at "all right," and the driver could not tell whether the gates were open or shut, owing to their construction.

The driver did not whistle when approaching the crossing, it not being the rule of the Company, and no notice was given to Twiss, (the level crossing gateman), that an engine would pass at such an hour. It appears that Twiss had always been in the habit of receiving notice of trains that were to pass, till about six months since, when the notices were discontinued. They have now been again ordered to be given. It is doubtful whether such notices are advisable or not, considering that it must sometimes be impossible to notice all gatekeepers, of the times of trains and single engines passing, and, relying on such notices, they will doubtless become less alert, at intervening periods. From reading the gatekeepers' instructions, page 57, I should have supposed that the gatekeeper was always to exhibit a flag or hand signal before drivers should pass, but I am informed that, having a semaphore at this crossing, the driver of an engine was not expected to look for a hand signal. I can not but think, however, that it would be advisable for all drivers of single engines or special trains, to whistle on approaching public level crossings, though it may not be so, for those of regular passenger trains, and that none should pass without a hand signal from the gatekeeper. Such regulations would oblige the gatekeepers to be in attendance at all times, which I am aware is not the case, in very many instances.

The engineer of the Great Southern and Western Railway suggested the expediency of a distant signal, at the Limerick side of Glenbane level crossing. There is a slight curve in the line at 500 yards from the level crossing, but it does not prevent the gate signal, which is approached on a rising gradient of 1 in 650, from being seen for 900 or 1,000 yards before reaching it; therefore, I should not conceive it necessary, though there can be no objection to this additional precaution. The whistling, when special engines pass at uncertain times, and hand signals at all times, are precautions which I consider very desirable; but the cause of the unfortunate accident, which forms the subject of this report, appears to me to have been the faulty construction of the gates, which rendered it impossible to close them across the railway, or for the engine driver to know whether they were open or shut. The boy in charge of the gates should not have gone into the house and left them open, but considering the flow of passengers which are said to have been passing to chapel at the time, and that he had no reason to expect a train till 1:50 P.M. on a Sunday, such omissions will occur. I recommend that proper gates to close across the road and railway, and furnished with proper signals and lamps, be at once substituted for the wrought-iron gates now in use. That a proper turnstile for foot passengers be placed alongside the gates, and that the gates be so fixed that they cannot move in any other way, except to close across the public road or railway. By fixing a proper disc or arm and signal lamps on the gates, it will be seen by engine drivers if the gates are shut across the line to allow passengers to pass over it, and by passengers on the road when they are shut across the road, in which position they should always be kept, except when opened by the gatekeeper to let people through. It would be desirable for the Great Southern and Western Railway Company to make these alterations generally along their system, and if the level crossing gates cannot be seen for a considerable distance along the line, that distant signals should be fixed and worked in all cases, where the gates require to be closed across the railway.

The men in charge of gates should have clearer and more decided instructions and regulations.

I have, &c.,
F. H. RICH,
Capt. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

*Great Southern and Western Railway,
Secretary's Office,
Kingsbridge Terminus, Dublin,
9th September 1863.*

SIR,

I AM instructed by the Directors of this Company to acknowledge the receipt of your letter of the 7th instant enclosing a copy of the report of Captain Rich relative to the melancholy accident which occurred at Glenbane crossing on the 26th of July last.

This report shall receive the careful consideration of the Board, and the necessary instructions have been given to the Company's officers to adopt the system of hand signals and the practice of sounding the whistle by the drivers of special engines as suggested by Captain Rich, and to report with respect to the proposed alteration of gates.

I am, &c.,
WM. TAYLOR,
Secretary.
*The Secretary,
Railway Department,
Board of Trade.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 23rd July 1863.*

SIR, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be

laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the cir-

circumstances connected with the collision that occurred on the 11th instant near the Sowerby Bridge Station on the Lancaster and Yorkshire Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

SIR,

Leeds, 18th July 1863.

I have the honor to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 15th instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 11th instant, between two passenger trains on the Lancashire and Yorkshire Railway, a short distance west of Sowerby Bridge Station, when 14 passengers received injuries, and it is feared that several of their cases are serious ones.

Immediately adjacent to Sowerby Bridge Station, and west of it, there is a tunnel of about $\frac{3}{4}$ of a mile in length, and the station is protected in that direction by a distant signal worked through this tunnel, and as an additional security a signalman's hut is placed a short distance further west, with a semaphore signal close to it, and the signalman works another signal 1,190 yards distant from the hut towards Luddenden-foot Station. The signalman in this hut regulates his semaphore and distant signals by the indications of the distant signal which is worked from the Sowerby Bridge Station. The distant signal worked from the hut can be seen from Luddenden-foot Station which is nearly $1\frac{3}{4}$ miles west of Sowerby Bridge Station, or about 850 yards before the signal is reached; and the semaphore signal at the hut can be seen by the driver of a train as he passes the distant signal, but it is not continuously seen owing to buildings and the nature of the ground and a curve and cutting on the line; it is also seen at a distance of 600 yards, but is again lost sight of in the cutting. The line falls towards Sowerby Bridge Station on an easy gradient of 1 in 377.

It appears, that on the afternoon of the 11th instant the 2.0 p.m. Manchester train, consisting of engine and tender and 16 vehicles, including 2 break vans, on passing Luddenden-foot Station found the distant signal worked from the hut on at danger, and the driver says that he shut off his steam, and whistled for the breaks, but did not stop at the distant signal, which he should have done according to the regulations, but slackened speed and stopped at the signalman's box at 3.34 p.m. Shortly afterwards an East Lancashire train, which left Accrington at 2.40 p.m., followed the Manchester train, passed the Luddenden-foot Station where the all-right signal was exhibited, and found the distant signal worked from the hut on at danger against it. This train consisted of engine and tender and three carriages, two of them fitted with Newell's continuous breaks, and worked by one guard. The driver of this train admits that this distant signal was on against him, and says that it always is on against this particular train when the Manchester train is in front, and that he ran cautiously down until he got under the bridge where he could see the rear of the Manchester train, and then he whistled for the breaks and did all he could to stop by causing the fireman to put on his break, but did not succeed in doing so before he had run into the Manchester train, at a speed which he estimates at four or five miles an hour, but which another witness thought was 14 or 15.

He says he thinks he was running about 30 miles an hour as he passed Luddenden-foot Station. The signalman at Luddenden-foot Station stated that there was an interval of six minutes between the passage of the two trains at that place, and an entry to that effect is found in the train book, but it is admitted that the entry was not made until half-past 4 o'clock, when

the collision was known to have taken place, and it is certain that the times entered could not be absolutely correct, although they might show the interval of time between the two trains. Other witnesses state that the Manchester train had not stopped more than one or two minutes before the East Lancashire train arrived and ran into it. The two trains are timed to arrive at Sowerby Bridge Station at an interval of five minutes apart.

The book of rules of the Lancashire and Yorkshire Railway Company direct that the danger signal at a station is to be exhibited for five minutes after the passage of a train, and then the caution signal is to be exhibited for another five minutes; and drivers are directed to *stop* at an auxiliary or distant signal, and then to draw cautiously inside it. But it appears that at Luddenden-foot Station the first rule is not obeyed, as the station master, in answer to a complaint made by the guard of this same train that he had been detained at this station, wrote an explanation to the superintendent of the district that the East Lancashire train had been detained because the Manchester train had only been gone a minute and a half; but that in future he would not detain the train, but tell the signalman to give a caution signal, and trust to his being stopped by the signalman at the hut. It does not appear that this letter was ever answered, and the signalman did not give any caution signal to the East Lancashire train, but exhibited an all-right signal.

The signals at the hut, and the distant signal worked from it, were put up for the better protection of Sowerby Bridge Station last March, and the driver of the East Lancashire train stated that he obeyed the rule, which directed the driver to stop at the distant signal for about a week after it was put up; but when he found that the semaphore signal and the distant signal always worked together—which they were intended to do—he ceased to do so; and the signalman at the hut allowed that he never knew a driver obey that order.

The rules and regulations of the Company are drawn up in order to secure the safety of the public travelling on railways, and to protect the Railway Company from the serious cost of collisions and accidents; but it is perfectly hopeless to expect that these objects can be secured if the discipline on the line is not maintained and the regulations upheld.

If there are a sufficient number of efficient inspectors employed on the line these infractions of the rules cannot happen without their shutting their eyes and omitting to report them; but the fact is, that infringements of the regulations are considered of no importance, unless an accident occurs.

The collision was produced by wilful disobedience of the regulations of the Company by the engine driver of the East Lancashire train, and the only surprising circumstance is—not that a collision has occurred, but that with such a lax mode of working more frequent collisions do not occur.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

*W. YOLLAND,
Colonel Royal Engineers.*

*Lancashire and Yorkshire Railway,
Secretary's Office,*

SIR,

Manchester, 30th July 1863.

I have submitted to the Directors of this Company your communication of the 23d instant, and copy of Colonel Yolland's Report which accompanied same, and am instructed to inform you that Col. Yolland's remarks shall have their best attention

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

*W. S. LAWN,
Secretary.*

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 26th November 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train at the Three Bridges Station on the 18th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the London,
Brighton, and South Coast
Railway Company.*

Woodlands, Limerick,

22d November 1863.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 20th ultimo, I have inquired into the circumstances connected with the accident on the London, Brighton, and South Coast Railway, which occurred on the 18th October 1863, when a Portsmouth excursion train ran through Three Bridges Station and came into collision with the buffers at the end of a blind siding, just beyond the station.

No persons are reported to have been seriously injured, although several complained of slight bruises.

An excursion train, composed of engine and tender, one third-class break carriage occupied by a guard only, three Parliamentary carriages, one second class, one composite, and one third-class break carriage, in which the second guard rode (the carriages being coupled in the order given), left Portsmouth at 6.50 p.m. (or 6.51 p.m.) on the 18th ultimo. It arrived at Arundel Station about 15 minutes late, and reached Three Bridges Station about eight minutes before the time appointed. The distance between Arundel and Three Bridges is 29 miles, and was run in 47 minutes; which is at the rate of 37 miles per hour.

The approach to Three Bridges station from Arundel, is on a curve of 18 chains radius, and the gradient from the distant signal to the station rises at the rate of 1 in 897 till within eight chains of the station, when it falls, at the rate of 1 in 284 into the station.

The station is protected on the Arundel side with a distant signal, which is about 580 yards from the nearest end of the platform, and can be seen for about a mile, in approaching it. There is an intermediate signal, which only shows a green or red light, and a station signal, called a dummy signal, placed about 36 yards north of the station, which can be seen for about 300 yards before reaching it. All three of these signals are worked from the junction box to the south of the station. The stop buffers at the end of the siding, or more properly at the end of the line on which the train was travelling (as the up Portsmouth line is taken by a cross-over road into the main

line between Brighton and London), are about 135 yards north of the station.

The engine driver states that he approached the distant signal, which was at "all right," at the rate of 25 to 30 miles an hour. The other witnesses rate the speed lower, but it is probable that it was nearer the average at which the train had travelled from Arundel. According to the evidence, steam was shut off and all the breaks were put on, before reaching or just after passing the distant signal. When the driver whistled for the breaks on passing the intermediate signal, which was at caution, they were already hard on; the train ran through the station at a speed of eight to ten miles per hour and after passing the dummy or station signal, which was at danger, the driver reversed his engine, and just before striking the stop buffers he put on steam, but could not stop his train, which ran against the stops at a speed of two or three miles per hour. The engine forced back the buffer plank, and the leading wheels mounted the bank. No damage was done to any of the carriages, except to the carriage next to the front break, which had the centre seat broken down.

It appears that the night was dark and damp, and that the rails were greasy. The engine driver further pleads his partial ignorance of the up line from Portsmouth, inside the Three Bridges station; he went down that morning, and has constantly driven on the main line to Brighton and to Portsmouth via Steyning, and knows the other parts of Three Bridges station; but he says that it was the first time that he drove on the line at Three Bridges on which the accident occurred, and that he thought that when running through the station, that he would pass by the cross-over road to the north of it, into the main line, instead of going as he did straight on to the buffers at its termination. This is no excuse, as much worse consequences might have ensued if a train had been passing on the up main line at the moment.

There appears to be no reason why the speed should have been so great between Arundel and Three Bridges, as to bring in the train eight minutes before the appointed time, and the accident was caused by running up to and passing the distant signal at such speed as prevented the train being brought to a stand at the station, even though it was provided with a good proportion of break-power. There was a bell communication between the guard and the driver, but the former did not think it necessary to use it, though he noticed from the speed they were going that they would reach Three Bridges before their time.

The driver bears a very good character. He has been driving 17 years, $13\frac{1}{2}$ for the South-Western and South-Eastern Railway Companies, and $4\frac{1}{2}$ for the London, Brighton, and South Coast Company. He states that this is his first mishap.

I have, &c.,

F. H. RICH,

Capt. R.E.

*The Secretary,
Board of Trade,
Whitehall.*

LONDON AND BLACKWALL RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 23rd October 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the London and Blackwall Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the accident that occurred to

a North London passenger train at the Fenchurch Street station on the 12th September last.

I am, &c.

JAMES BOOTH.

*The Secretary to the
London and Blackwall
Railway Company.*

SIR, *Board of Trade, 21st October 1863.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 16th ultimo, I have inquired into the circumstances connected with the accident which occurred on the 12th September 1863, on the London and Blackwall Railway, near Fenchurch Street station, when the engine and break carriage of a North London Railway Company's passenger train got off the rails. Only two passengers are reported to have been slightly bruised.

The 10.20 am. passenger train, consisting of No. 2 tank engine, three second class carriages (the first with a break compartment for the guard, and the two others with continuous breaks), two first-class carriages, one second, and one composite carriage with continuous breaks, and lastly, a second-class carriage with break compartment for guard, coupled in the order given, left Chalk Farm at the appointed hour. After stopping at the various stations on the road, the train arrived at and left Stepney (the last station before Fenchurch Street), three or four minutes late. The train proceeded all right till she reached the facing points, about 160 feet from the commencement of the Fenchurch Street platform.

The line at these points branches to the platform for the Blackwall Railway trains, whereas the North London Railway trains are intended to proceed directly forward to a separate platform. It appears from the evidence that the train reached those points a minute or so after her proper time, but the speed (though probably understated by the driver and fireman, who estimate it at 4 miles per hour), was, according to the evidence of all parties, about the same as usual. The short distance beyond the points where the engine came in contact with the parapet wall, which was knocked down, and the place in which she was brought to a stand, would corroborate the evidence, that the speed was not very great.

The points in question are weighted, so as to stand open for the line leading to the North London platform.

The switchman who works them is stationed in a box close alongside and immediately above them. He is supposed always to hold the points for a passing train, and he affirms that he did so for the train in question.

An engine belonging to the Blackwall line was standing on the next line of rails, opposite the switchman's box, and the fireman, who was standing alongside his engine, states, that he saw the switchman holding his lever, and that the points were in their proper position for the North London train. In this latter evidence he is directly contradicted by the fireman of the North London engine, who asserts, that about 5 yards before his engine reached the points, he noticed them to be open for the Blackwall line, and applied his break. It appears to me that little reliance can be placed on either of these men's statements, and that the only way of reconciling their directly opposite testimony is, that the points were partially open for the Blackwall line, which would account for the result, and which I can trace to no other cause. A burr or spreading of the iron top near the point of the switch had been taken off before the 12th ultimo, but it appears (by a bright mark, which was detected on the adjacent rail) to have in part existed shortly prior to the accident; this may probably have prevented the switch closing perfectly.

The slight curve of the line as it approaches the points, and a very slight bulge in the near rail adjacent to the points, would have assisted the engine in the course she took, supposing the points to have been partially open for the Blackwall line.

On reaching the points the leading wheels took the right road to the North London platform. It is doubtful which road the driving wheels took, but the trailing wheels, without damaging or leaving any

visible mark on the points, evidently took the Blackwall line. The heel of the point rail shows where the flange of one wheel crossed; it was bent, and the chair holding it had a piece of the cheek knocked off. The leading wheels, which had less weight on them than the trailing wheels, must each have got off on the near side of their respective rails, and the engine appears to have run forward about 35 yards, with her leading wheels on the near side and her trailing wheels on the off side of their respective rails, till her leading near buffer came in contact with the parapet wall of the railway, which it grazed and displaced for a few yards, knocked several more yards into the street below, and brought up, with her near buffer projecting over the street and her near cylinder on the parapet wall. The second class carriage next the engine, in which the guard was riding, also left the rails on the off side, and mounted the engine, driving her near buffer through the iron coke box of the engine.

Thus fixed by her buffer she was prevented from falling over, though her draw bar was broken off. The hind part of this carriage was broken, and the front end of the second class carriage next to it; but all the carriages except the front one remained on the road.

The fireman, who was knocked down at first, got up and jumped off the engine. Neither he, the driver, or guard appear to have received any injury. The damage to the line consisted of about a dozen chairs broken, and about 25 feet of wall knocked down. The near leading buffer and coke box were the only parts of the engine that were injured. She was repaired and put to work again immediately. After the accident the wheels were found perfectly true to gauge and uninjured. She left the shops on the 27th June 1863, having been thoroughly overhauled and had her wheels turned up. She has run 7,721 miles since then, and appears to be in good order.

The weight on leading wheels is 8 tons,
„ driving wheels 10 tons,
„ trailing wheels 10 tons.

The latter are coupled together; the interval between their axles is 7'6", and that between the driving and leading wheels is 6 feet. Her cylinders are 15 inches diameter, with a 22 inch stroke, and she works to a pressure of 110 pounds per square inch. She was running funnel foremost at the time of the accident.

The line is stated to have been in good order, and the foreman of platelayers says that he examined the points about 10 o'clock that morning, and that they were in good order. It is possible that the burr may have been split off after his visit, or have escaped his notice. The evidence bears out the switchman in his assertion that he held the points, and were it not that the latter goes further, and states that he knows from the position and feel of the handle that they were shut quite home, I should place more faith in his evidence. There is no doubt that one set of the engine wheels took one road and the other wheels the other road. I cannot, therefore, arrive at any other conclusion than that the points were not held, or were imperfectly closed. The presumption on the part of the officers of the Blackwall Railway Company that the North London train was coming into the station at considerable speed, and jumped over the points from the application of the continuous breaks, does not appear to me to be borne out by the evidence.

The arrangement on the North London Railway by which the guard changes when he arrives at Stepney Station from the break carriage at the back of the train to the one next the engine so as to see and govern the train better in coming into Fenchurch Street Station, appears to me of doubtful expediency. Considering the rate these trains are timed to travel (viz. at 30 miles per hour between Stepney and Fenchurch Street stations) I consider that a guard at the tail of the train ought not to be dispensed with.

It, no doubt, appears desirable that there should be one also in front when approaching a confined station having such large traffic as Fenchurch Street.

The want of a guard behind the train seems in no way to have caused the present accident, nor does it appear that it could have been prevented had there been one.

I would suggest that all facing points be provided

with indicators, which will show distinctly when points are close home or not.

I have, &c.

F. H. RICH,
Captain Royal Engineers.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Railway Department, Board of Trade,
Whitehall, 16th November 1863.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the information of the Directors of the London and North-Western Railway Company the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident which occurred to John Butler, a fireman, on the 20th April last on the Chester and Crewe section of the London and North-Western Railway.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
London and North-Western
Railway Company.*

SIR, *Edinburgh, 14th November 1863.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your minute of the 12th ultimo, I have inquired into the circumstances which attended the accident that occurred on the 20th of April last to John Butler on the Crewe and Chester Section of the London and North-Western Railway.

It appears that Butler was doing duty as fireman with No. 1,010 engine, which took a special train of 51 empty cattle waggons from Rugby to Birkenhead on that day, and that after leaving Crewe (at 10.22 a.m.), he mounted the tank of his tender for the purpose of watering the coals and laying the dust. After doing so, and as he was about to get down from the left side of the tender, his head came in contact with a bridge about $1\frac{1}{2}$ miles from Crewe, called the Coppenhall

Ease Bridge, and the injury which he thus received unfortunately terminated in his death.

The engine-driver saw him lying in the tender after passing the bridge in question, but not having observed the blow, he thought at first that he was in a fit. It was only on removing his cap that he found an extensive wound on his head. He stopped his train; and with the assistance of the guard and two plate layers, he took him forward on the engine to Chester, after placing his waggons in a siding at Calveley. The poor man was then removed to the Chester Infirmary, where he remained till his death.

I enclose a sketch of the tender, which Mr. Ramsbottom, the locomotive superintendent of the company, has been good enough to forward to me, and a rough sketch of the brick arch against which the fireman struck his head.

There was about five feet over the outer (left) edge of the tender between the top of the tank and the soffit of the arch.

Measuring from the level of the rails, the middle of the arch is about 15 feet, the portion above the inner rail 14 feet $8\frac{1}{2}$ inches, and the portion over the outer rail 13 feet high. The tender, which belonged to the southern division, was higher than those used on the northern division of the London and North-Western Railway. The unfortunate fireman might have watered the coals when he was at the water-crane or while he was standing at the station, and need not have performed that duty during the journey. It is stated that he was a stranger on that part of the line, and was not, therefore, acquainted with the dimensions of the bridges.

I have, &c.,
H. W. TYLER.
Capt. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

LONDON AND NORTH-WESTERN RAILWAY.

SIR, *Railway Department, Board of Trade,
Whitehall, 18th August 1863.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision, which occurred on the 6th ultimo, at the Wolverhampton Station of the London and North-western Railway.

I am, &c.,
E. A. BOWRING.

*The Secretary to the
London and North-Western
Railway Company.*

SIR, *1, Whitehall, 17th August 1863.*

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 15th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred, on the 6th July, outside the Wolverhampton Station of the London

and North-western Railway, when no less than 36 passengers were injured. The injuries received consisted principally of contusions, bruises, or shakes, and it is hoped that none of the passengers were seriously hurt.

It appears that immediately after the 7.15 a.m. up-passenger train from Liverpool, due at Wolverhampton at 12.30 p.m., had passed Bushbury Junction on its way to the station, it was followed by No. 781 engine, proceeding to Wolverhampton Station to do the work of the pilot engine. This engine had been waiting in a siding at Bushbury Junction, which is about $1\frac{1}{2}$ miles from Wolverhampton ticket platform. The passenger train consisted of 7 carriages and 2 vans, and the signalman on duty at the south end of the ticket platform states that it arrived at 12.50 or 20 minutes late, and that he watched it past his distant signal, placed as a lower arm on one of the signal posts at the Cannock Junction, and when he considered that it had passed it he put up the distant signal again to danger, to protect the tail of the passenger train from danger whilst it stood at the ticket platform for the purpose of allowing the tickets to be collected. This signal is 555 yards

distant from the nearest or north end of the ticket platform at which the passenger train stopped. The signalman also states that he also placed his main signal at danger as soon as the train came up, and then he went to hold the points to turn the train into the up platform, and he was at the points when the collision took place, in about 3 or 4 minutes after the passenger train arrived. The distant signal can be seen for a considerable distance before it is reached, and the whole of the line from Bushbury Junction to the ticket platform is on a rising incline of 1 in 100.

There is no reason to doubt the accuracy of the signalman's statement, and the fireman of No. 781 pilot engine admits that the distant signal was on against them from the time when they first saw it to the time when they ran past it; and he states that the driver, after he got past the distant signal, sounded the engine whistle, but did not shut off the steam, until he was just opposite the nail factory, which is only a short distance from the north end of the ticket platform, and then he reversed the engine, and put on the steam the reverse way. He also states that he applied the tender break 50 or 60 yards before the driver shut off the steam, and he thinks

they were going about 10 miles an hour when the collision took place. No carriages were thrown off the lines, but the break van at the time of the train was broken, and the engine and some of the carriages were damaged.

The collision was entirely caused by the neglect and carelessness of the driver of the pilot engine, who had absconded, so that I did not see him, and there do not appear to be any extenuating circumstances to justify in any way or account for his neglect, as the signals were all at danger, and even the train itself could be seen standing in his way; indeed he had seen it precede him from Bushbury Junction.

This is one of those cases which no care on the part of a railway company can avoid. The driver had been 10 years in the service of the London and North-western Railway Company, part of the time as a fireman, and he was considered a steady man. He also knew that the passenger train had to stop outside Wolverhampton Station at the ticket platform.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
1, Whitehall, 13th November 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company (Great Western Railway Company), the enclosed Copy of the Report made by Colonel Yolland, R.E., the officer appointed by their lordships to enquire into the circumstances connected with the collision that occurred on the 11th ultimo, near the Kensington station on the West London Railway.

I have, &c.,

JAMES BOOTH.

*The Secretary of the
London and North Western
Railway Company.*

*The Secretary of the
Great Western
Railway Company.*

SIR,

1, Whitehall, 5th November 1863.

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 27th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred between two passenger trains on Sunday the 11th October, close to the Kensington station on the West London Railway, when 20 passengers received bruises or were shaken, and the fireman and guard of the Brighton train were slightly hurt.

Kensington station is situated not far from the south extremity of the West London Railway, and at the present time it must be considered to be in an incomplete state. Thus, although there are two main line platforms constructed for up and down trains, with four lines of rails between them, the whole of the through traffic is worked from the platform on the east side of these four lines of rails, while the local traffic from Willesden to Kensington over the West London Railway and from Victoria Station and Clapham Junction to Kensington over the West London Extension Railway, is worked from two bays lying east of the main line, one situated to the north of the station buildings and the other south of them. The lines of rails in these two bays are not connected together. Each bay contains three lines of rails with a platform adjacent to the outside lines, the length of the platform of the south bay being somewhat more than 380 feet.

The local trains from the south that work into the south bay belong partly to the London, Brighton, and South Coast Railway Company and partly to the London and South-Western Railway Company in the proportion of about two of the former to one of the latter; and the east line in this bay is mostly allotted to the London and South-Western trains, and the west line to the London, Brighton, and South Coast trains.

The main lines of the West London Railway pass under the centre span of the over-bridge carrying the Hammersmith road across the railway, and the up and down lines of rails in the south bay are connected with the up and down main lines by a single line of railway, altogether about 187 yards in length, passing under the east span of the said bridge. The down line from Chelsea to Kensington is reached from the south bay by a cross-over road from the up line, at about 500 yards from the north end of the south bay, and the up line is entered upon about 345 yards from the same point; and close to this junction, there are points and a double line, leaving the main lines leading into the coal yard, situated east of the main line. The station yard on the south side of Kensington is protected by a signal box with two double semaphore signals in it, one used for the main line through trains and the other for coal trains entering or departing from the coal yard, and by stop signals for the up and down lines leading to the south bay, one placed opposite to the south end of the cross-over road to which I have already referred, and the other north of but close to the Hammersmith road over-bridge, where there are facing points for turning incoming trains to the east or west lines in the south bay. A man is placed at the south end of the cross-over road to shift and hold the facing points for an incoming train, and also to work a distant signal 480 yards further to the south, in accordance with the indications of the stop signal as given by the signalman from the signal box at the junction leading into the coal yard.

Another man is placed at the stop signal north of the Hammersmith road bridge whose duty it is to shift and hold the facing points, and the mechanical arrangements for the working of these stop signals is such that the facing points for turning an incoming train from the down main line through the cross-over road to the up line, and thence by the single line to the south bay, cannot be shifted until the down stop signal for the cross-over road has been lowered to caution, when the signal works properly; but the locking

apparatus in this instance is situated at the facing points, which are about 150 yards from the junction signal box, and its proper working is altogether dependent on the wires that act on the arms of the signal, moving freely along the pulleys by which they are supported and guided.

I should add that the traffic is worked with the assistance of the telegraph, on the block system.

It appears from the statement of the signalman who was on duty at the junction signal box on the evening of the 11th ultimo, that he kept the Brighton down train, coming from Clapham junction and due at Kensington station at 7.5 p.m., south of the stop signal at the south end of the cross-over road until the 7.0 p.m. South-Western up train had left the south bay at Kensington station, and was clear of the cross-over road. That he then took off the stop signal for the Brighton train to proceed into the station (south bay), and when it got past his signal box he put the stop signal back to danger again by putting the lever back which worked all right into the notch, and he telegraphed back to Chelsea station "line clear," and then received a telegraphic message from Chelsea of a down South-Western train being "on" the line. He also stated that he kept the down stop signal against the South-Western train, to give the preference to the Brighton 7.15 p.m. up train, which was then five minutes late in leaving Kensington station, and when the engine of this Brighton train, standing in the south bay, whistled for permission to come out, he took the up stop signal off, for the train to proceed to Chelsea, and then he telegraphed it on to Chelsea, and when it came under the Hammer-smith Road Bridge he put the stop signal again on at danger; after this Brighton train had passed this up stop signal, he turned round to look after the South-Western train, and was surprised to see it coming across the cross-over road. That he looked at the cross-over road signal (the down stop signal) and saw it was off. That he then looked at the lever handles, and saw that they were in the position indicating that the stop signal was "on at danger." That he then instantly exhibited a red light towards the Brighton train which was then coming out of the station and had passed through the bridge, and in about half a minute, the two trains proceeding in opposite directions came into collision.

It is stated by the servants of the two companies with the respective trains, that the London and South-Western down train, which had been almost brought to a stand still, in consequence of the distant signal being found on at danger, and which resumed its course as soon as the stop signal was found to be "off," was not travelling more than 4 miles an hour, while the Brighton up train was proceeding on its way to Chelsea at a speed estimated by the driver at 15 miles an hour. The breaks were applied to the South-Western train, which consisted of engine and tender and 4 carriages, running from Clapham Junction with the tender foremost, in consequence of there being no engine turntable at that Junction; but the driver of the Brighton train, which consisted of engine and tender and 5 carriages, states that he had not time to whistle after hearing two or three successive whistles from the South-Western train, and seeing 2 white lights on the engine, but that he pulled the reversing lever back, and was then thrown by the shock of the collision into the corner between the fire-box and the hand-rail, while his fireman was knocked off the engine.

Only the leading wheels of the tender of the South-Western engine were thrown off the rails; no other vehicle was displaced from the rails, and not very much damage was done to the rolling stock. The tender suffered more than any other vehicle. The

most remarkable fact connected with this collision was, that the injuries received by the passengers are so slight as they are represented. Two trains proceeding in opposite directions, one travelling at the rate of 4 and the other at 15 miles an hour, meet, and the injuries received are confined to contusions and shakes!

As soon as the collision had taken place, the signalman at the junction box, accompanied the superintendent of the West London railway (Mr. Grew) to examine the condition of the down stop signal placed opposite the south end of the cross-over road, and they found that the wire by which the signal is taken off, had caught between one of the pulley wheels on which it should rest, and the frame in which it works, and had become jammed, so that the wire would not move and the stop signal remained "off" from the time of the accident until they examined the wire.

I do not consider that any blame attaches to any of the servants of the respective companies, except to the signalman at the junction box, in having failed to observe the back light from the down stop signal; had he done so, when he pushed the lever over after the Brighton down train had passed his box on its way into the station, he would have seen that although the lever entered in the proper notch, the signal itself did not turn to danger; and in a less degree to the pointsman on duty at this stop signal, for having failed to notice that the signal was not placed at danger as soon as the Brighton down train had passed into the station.

The collision was the result of a failure of the down stop signal to turn to danger, when the lever handle was shifted in the signal box from one notch to the other, and that failure was clearly due to the want of care traceable in the fitting of the mechanical parts of the pulley and its frame, through which the wire passed, and in which it became jammed. But that the public safety should be almost entirely dependent on a locking apparatus 150 yards distant from the spot where the levers are moved, is most objectionable; and the present mode of working 100 trains per diem in and out of the south bay at Kensington Station, over a single line of railway 187 yards in length, with a very limited view in each direction, should be discontinued without any delay. I pointed out on the ground to the officers of the various railway companies interested in the working of the West London and West London Extension railways, that, in my opinion, there should be a double line to the south bay, with a double junction close to the junction with the coal yard lines, so that all incoming trains should pass into the bay by one line of railway and all out-going trains should leave it by another; that additional junction signals with the appropriate locking apparatus should be added at the junction box, and the down stop signal be altogether dispensed with, the distant signal with a repeating signal or telegraphic indicator being for the future worked from the junction box. It would probably also be necessary to have signals at the south end of the Kensington station platforms to regulate the departure of trains to the south, worked from the same box. In this way the responsibility would be placed in one signalman, instead of being distributed among three.

I am also of opinion that it is highly desirable that the station should be completed so far as to make use of the main line platform lying west of the main lines, and including the construction of a foot bridge for passengers going to or returning from the west platform.

I have, &c.

W. YOLLAND.

*The Secretary of the
Board of Trade,
&c. &c.*

LONDON AND NORTH WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 2nd February 1864.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident that occurred to a passenger train at the Holts Iron Ore Siding on the 16th December last.

I am, &c.
JAMES BOOTH.

*The Secretary of the
London and North-western
Railway Company.*

SIR, *Whitehall, 30th January 1864.*

IN compliance with the instructions contained in your minute of the 30th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 16th ultimo on the Rugby and Stamford section of the London and North-western Railway.

Six miles and a quarter to the east of Market Harborough, and one mile and a quarter to the east of the Medbourne Bridge Station, there are two sidings, as shown in the accompanying diagram, connected with the Holt's Iron works. One of these, for the reception of empty waggons, joins the down line by a pair of facing points; and the other, for loaded waggons, joins the up line by a pair of leading points. They run into one at K, a short distance from the main line, and there was at the time of the accident a cross-over road A A, between the up line and the down line, on the west of the points. There are a semaphore signal and a distant signal in each direction, worked by a pointsman in the London and North-western Company's service, for the protection of the traffic.

The 4.30 p.m. passenger train from Blisworth to Stamford started from the former station punctually on the day in question, consisting of an engine and tender and five carriages, of which two were break carriages, and left Medbourne Bridge at 5.56 or 5.57, four or five minutes late. The engine-driver found the signals from the Holt's sidings at all right, and saw a white light from the hand-lamp of the pointsman. But in passing them at a speed of about 22 miles an hour, he ran into the down siding (B B in the diagram opposite) instead of continuing his course along the main line, in consequence of the points having been turned in the wrong direction. It was quite dark, so that he was unable to see the points; but as soon as he found that he had been turned into the siding, he reversed his engine, and did his best to pull up. The engine, tender, and three carriages were thrown off the rails of the down siding, which is on a sharp curve, and the engine came in contact with some trucks of iron ore which were standing on the up siding. Its smoke-box was stove in, and its buffer-plank broken. The guard of the train, who rode in the last break carriage, was shaken, and four

of the passengers are said to have been slightly injured.

It was the duty of the pointsman to keep these facing points locked, except when they were required for use. He had unlocked them at 5 o'clock, about an hour before the accident occurred, at the request of a servant of the iron-works company, to allow a waggon of sand to be shunted from the middle to the front of a train of 16 waggons loaded with iron-stone in the down siding. This might have been done by horse power in the sidings, without interfering with the main line, by backing the whole of the waggons over the points at K, pushing those which were in front of the waggon of sand into the down siding, and the waggon of sand into the up siding, and collecting the other waggons behind it upon that siding. But the easier mode was preferred, of drawing those waggons which were behind the waggon of sand with that waggon over the points at K, of horsing that waggon along the down siding (which happened to be empty) to the down main line through the facing points B, of taking it over the cross-over road A A, and of returning it to the required position in the up siding through the points M. And this operation was accordingly carried out, with the signals at danger.

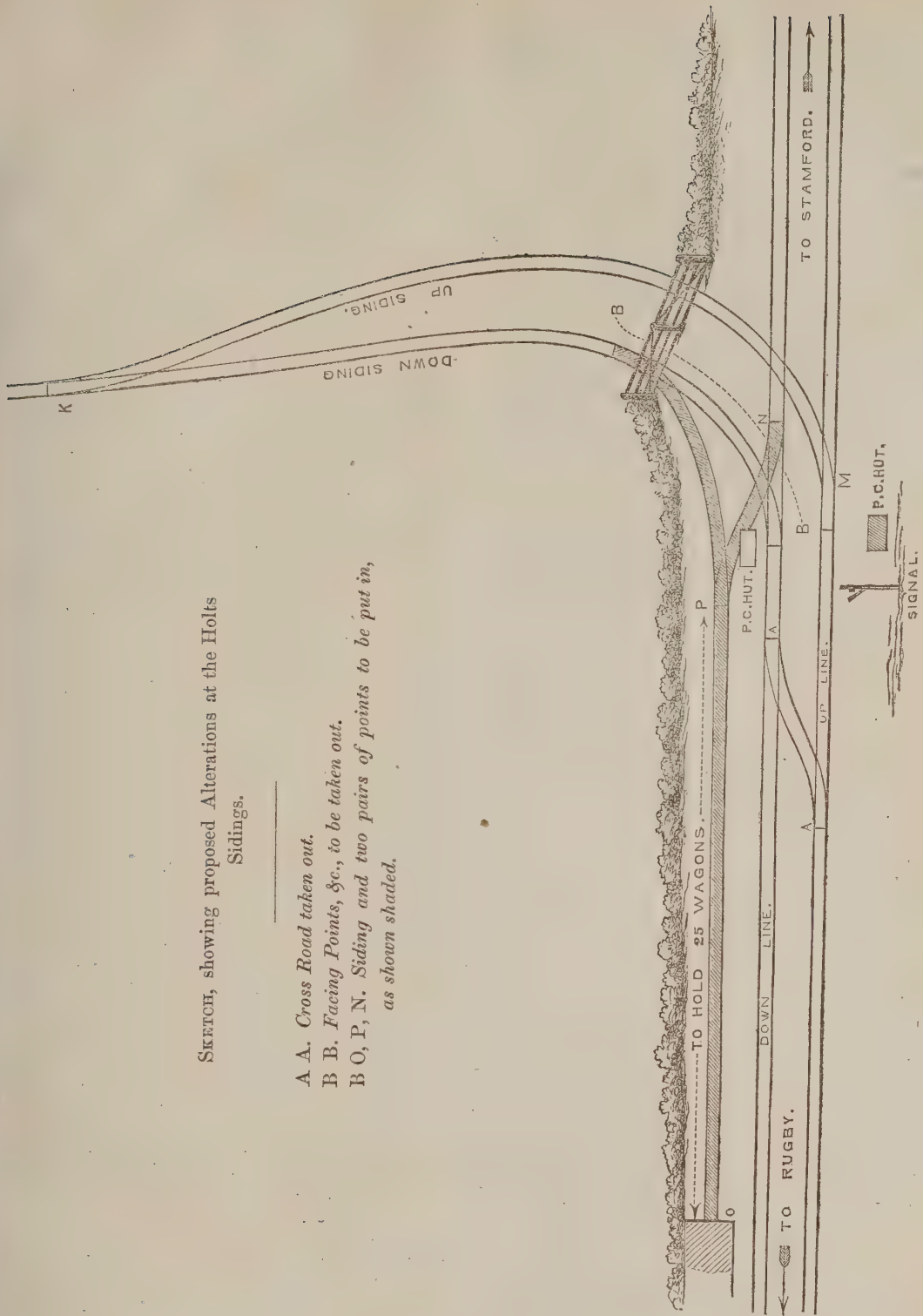
The pointsman followed the waggon of sand to the up siding, and applied the stop-block to protect the main line, and then returned to his post, and lowered his signals for the next passenger train. He forgot to make the facing points right for the main line, and to lock them, as was his duty, before taking off the signals; and he went back to the waggons, and saw that they were properly coupled and labelled before sending the horse away for the night. He next entered the particulars of the waggons in a small book, and returned to his cabin to enter them in a larger book, and make out his way-bills; and while he was writing the passenger train came in sight. Again forgetting that the points were set for the siding and unlocked, he showed the engine-driver a white light, to signify "All right," from his hand lamp, and the natural result followed, which I have above described.

The company have taken out the points A A to prevent the crossing from being used in future for a similar purpose; and they propose, judiciously, to remove the facing points B, and the portion of line B B, and to substitute for them leading points at N, and the communication P N, with a new siding B O. This will prevent all risk of such an accident for the future; but as the siding O P will fall towards P, and the points at P will become the safety points of the new system, I would further recommend that the working of these points, and of the distant signal towards Medbourne Bridge, should be so arranged that it shall not be possible to lower the signal when the points are set towards the main line, or to turn the points in the direction of the main line when the signal is at "all right" for a down train.

I am, &c.,
H. W. TYLER,
Capt. R. E.
*The Secretary of the
Board of Trade,
Whitehall.*

SKETCH, showing proposed Alterations at the Holts Sidings.

A A. Cross Road taken out.
 B B. Facing Points, &c., to be taken out.
 B O, P, N. Siding and two pairs of points to be put in,
 as shown shaded.



LONDON AND SOUTH-WESTERN RAILWAY.

SIR,
Railway Department, Board of Trade,
Whitehall, 16th January 1864.
 I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-western Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to enquire into the circum-

stances which attended the collision between two passenger trains at the Andover Station on the 28th ultimo.

*The Secretary of the
 London, and South-western
 Railway Company.*

I am, &c.
 JAMES BOOTH.

*Waterloo Hotel, Edinburgh,
12th January 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your minute of the 31st ultimo, I have enquired into the circumstances connected with the collision between two passenger trains which occurred at Andover Station, on the London and South-western Railway, on the 28th December 1863. Five passengers are reported to have been shaken, but none seriously injured. The down express train, which is timed to leave London at 10.50 a.m., reached Whitchurch all right.

The train consisted of an engine and tender, five first and second class carriages, with a guard's break-van at the tail of the train.

Whitchurch is the station where this express train from London, usually passes the up parliamentary train, which is timed to leave Salisbury at 11.20 a.m., but the parliamentary up train was 36 minutes late in leaving Salisbury on the morning in question, and orders were given for these trains to pass each other at Andover, instead of Whitchurch, on that day. This section of the London and South-western Railway is only a single line, with sidings and crossing places.

The up parliamentary train from Salisbury consisted of two engines and tenders, 15 passenger carriages, with one guard's van about the middle of the train, and another behind the passenger carriages, and two horse boxes in rear of all. One of the latter was taken off at Grateley, the station before Andover. The parliamentary train was the first which was observed by the station master and others on duty, approaching Andover Station. Her engine whistle was sounded three times, and the auxiliary and station signals were taken off to let her into the station.

Andover Station is approached from the west on a falling gradient of 1 in 200, and from the east on a falling gradient of 1 in 178, the line at the station being level for about three furlongs.

As the parliamentary train was seen coming under the bridge, about 250 yards west of Andover, the express train from London was observed at about the same distance, approaching the station from the east, at such speed that the signalman and others at the station thought a collision would ensue. The station signal stood against the express, and to admit the parliamentary train, but the signalman, fearing a collision, seized the rope, so as to pull it on against both trains; in doing so, the rope unshipped, and the signal fell over, so as to admit the express and keep out the parliamentary train.

The driver and fireman of the express state that on seeing the station signal taken off to admit their train, they eased the tender break and let her go. To this they attribute their running so far into the station as to foul the cross-over line on which the

parliamentary up train had to travel, short of which she was unable to pull up. The off buffer of her leading engine struck the off buffer of the express train, from which the latter recoiled with her train, about six carriage lengths, shaking some of the passengers.

The two engines of the parliamentary train were thrown off the rails. The buffers of the pilot engine were broken, and the framing and driving axle bent. The buffer beam of the second engine was also broken, and several carriages of the parliamentary train had their sides injured, but none of the passengers are reported to have been hurt. The engine of the express train had her buffer beam broken also.

The evidence as to the state of the auxiliary signal for the express train is conflicting, as usual in such cases, but there is a large preponderance that it was against her coming into Andover Station. The station master, signalman, pointsman, a porter, a platelayer engaged on the line near the down auxiliary signal, besides a civilian (formerly a porter) who was on the platform at the station, all affirm that it was at danger. The driver and fireman of the express affirm the contrary, and the guard states that he did not see it. The driver of the express admits that he observed the station signal against him till he was near the station, when it was taken off by the accident of the rope unshipping; at this time he was near enough to see the signalman at the western point waving a red flag, which he admits seeing, but says he was within 50 yards of the platform at the time, and could not pull up quicker than he did. I have no reason to doubt that the auxiliary was against the express, and was disregarded by the driver.

The evidence of his guard, the platelayer on the line near the down auxiliary, and the Company's servants at the station, all tend to prove that he approached the station at such speed as prevented him from pulling up before fouling the crossing, and thus caused the collision. He has hitherto borne a good character, and has been driving eight years for the London and South-western Company, five years for the North London Company, and two years for the London and North-western.

Though I do not consider that the method of working the station signal with a rope over two pulleys led to the accident, I have always looked upon these signals as awkward, and liable to fail in cases of emergency. I am informed that the London and South-western Company are gradually altering them, and would suggest their doing so as soon as possible. The loop at Andover was also too short at the western end, but this defect has already been remedied.

I have, &c.

*To the Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Capt. R.E.

MIDLAND RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 26th October 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 7th ultimo at the Water Lane Junction, near Leeds, and to request that in laying the same before the Directors of the Midland Railway Company you will request their careful consideration of the suggestions made by the inspecting officer for the improvement of the telegraph signal arrangements on the line.

I am, &c.

JAMES BOOTH.

*The Secretary to the
Midland Railway Company.*

SIR,

Dunse, 23rd October 1863.

In compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 7th ultimo, near the Water Lane Junction at Leeds, on the Midland Railway.

The Water Lane Junction and the Hunslet Junction are, respectively, 950 and 1730 yards from the Midland passenger station at Leeds. The line is much curved between them, and there is an average rise of gradient from the latter to the former junction of 1 in 193. Certain North-Eastern trains from York and Hull, via Milford and Methley, run into the Midland station through these junctions.

On the day in question, the parliamentary trains,

3.20 p.m. from York, and 2.15 p.m. from Hull, left Milford Junction as one train at 4.11, four minutes late, for Leeds. This joint train consisted of an engine and tender, 6 passenger carriages, and 2 break-vans. It was due at Leeds at 5 o'clock, and it passed the Hunslet Junction about 5.1, at a speed stated to have been 15 miles an hour. But the rails were slippery, and the wind was strong. It gradually lost speed from that point until the engine could take it no further; and it came to a stand on a gradient of 1 in 108, and a curve of 30 chains radius, at 110 yards from the Water Lane Junction.

The engine-driver endeavoured unsuccessfully to start his train again. The guards, who were riding, the one (from Hull) in the middle, and the other (from York) at the tail of the train, got out of their vans, but took no measures to protect it. The former relied upon the telegraph which worked from one junction to the other. The latter, whose special business it was (according to his printed regulations) to go back 800 yards with his flag and his explosive signals, states that he did the same, though he admits at the same time that he did not remember when he first stopped that the telegraph was in operation there. The train had been about 6 minutes at a stand-still when a Midland train was seen to be approaching. The York guard then ran back 20 or 30 yards and held up his hands. A collision ensued, in which, unfortunately, about 12 passengers were injured. Four of these were riding, it is stated, in the last carriage of the North-Eastern, and eight in the last carriage of the Midland train.

The spring-buffers of the Midland engine were broken by the shock, as well as the intermediate buffer between that engine and its tender. The whole of the screw-couplings on the North-Eastern train were thrown off the hooks of the draw-bars, but the side chains held firmly, and the engine-driver, taking advantage of the impetus which was thus afforded, proceeded past Water Lane to the next (the Whitehall) junction, and to the ticket platform and station, in the usual manner.

The Midland train left Derby at 1.35, ten minutes late, and consisted of an engine and tender, 4 carriages, and 2 break-vans. It stopped at the Hunslet Station to take up and set down passengers. The signals were lowered at the Hunslet Junction (a mile beyond) on its approach, and it passed through that junction at a speed of 20 or 25 miles an hour. The first warning of danger exhibited to the engine-driver was from the distant-signal from Water Lane, 132 yards behind the North-Eastern train, and from a platelayer, who held up his hands. The view was much obstructed by a curve in the line and by bridges over it, and he appears to have caught sight of them both at the same time, about 180 yards from the distant signal. He did his best to pull up, and afterwards saw the North-Eastern train, and the guard running from it. But he was unable to reduce his speed below about 12 miles an hour before he struck it.

There is a telegraph-instrument and a bell in each junction-box for the protection of the line to Leeds between the Hunslet and Water Lane Junctions, but the line from Leeds is not yet worked by telegraph. The needles of the instruments stand in a vertical position when there is no train for Leeds between the two junctions. If a train approaches the Hunslet Junction while they are in that position the signalman lowers his signals for it to pass, and places them at danger after it has gone by. He then goes into his hut, rings his bell to Water Lane, and moves his needle towards the left. The Water Lane signalman fastens the needle over in that direction to indicate "line blocked," and only releases it after the train passes him, ringing his bell to Hunslet Junction as he does so.

The needles were duly fastened over to "line blocked" for the North-Eastern train on this occasion and they remained so when the Hunslet signalman allowed the Midland train to follow it. But between

the two, and after the former had been gone some little time, a train from Leeds to Derby passed on the other line of rails. The signalman lowered his signals for this train and put them up again, and then saw the Midland train approaching for Leeds. Forgetting that the North-Eastern train had not been announced from Water Lane, he walked across from the north to the south signal-handles without going into his hut, and he lowered his signals therefore without noticing the position of his telegraph-needle. After putting his signals up again, he walked into his hut to telegraph the Midland train as usual to Water Lane. He rang his bell, and only noticed when he took the handle in his hand that his needle was blocked over; but he thought that it had been probably fastened over from Water Lane in anticipation of his signal on the instrument, as had happened on previous occasions, and he did not even then suspect that anything was wrong. He only heard of the collision on the following day.

He appears to have been a man of very good character; he had been at that post for two years, and in the service of the company altogether for seven years. But he has lost his situation in consequence of his mistake, which he frankly admits.

This accident has been caused—

1. By the inability of the engine of the North-Eastern train to surmount the incline.
2. By the neglect of the hind guard of that train to go back for its protection.
3. By the mistake of the signalman (in the employment of the Midland Company) at the Hunslet Junction, in allowing a second train to follow before the former train had been telegraphed clear of the Water Lane Junction.

The engine of the North-Eastern train was No. 326, a single engine, with a 15" cylinder, 22" stroke, and 5' 6" driving wheels. It was only making its third trip after coming from the shops, and is said to have been in good order. It worked at 100 lbs. pressure of steam, and is said to have had a pressure of 90 lbs. in the boiler when it came to a stand. The driver had plenty of sand, and attributes his stoppage to the wind, which blew it away as he attempted to apply it to the rails.

The under-guard (from York) of the North Eastern train, admits that he remained for about 5 minutes near his van, doing nothing, after his train came to a stand, before the plate-layer who afterwards gave a signal to the Midland train, came up to him. He states that in the course of conversation the plate-layer informed him that "nothing could come up until he was telegraphed clear," and that he replied "no more they will, I forgot that." The plate-layer asserts that they said nothing about the telegraph to each other, but that the guard made a remark to him about the music of a German band which was playing near them, observed that the wind was cold and that he would "away inside," and said "I should think there'd be nothing come up," to which he replied, "I should think not." He saw the guard go then towards his van and get up on the step, and he left him to walk along the line towards Hunslet. The guard admits that he got into his van, but states that he got out of it again immediately, with his flag in his pocket. It was his duty, as laid down in his printed regulations, to go back 800 yards for the protection of his train, as soon as it came to a stand, with his hand flag and explosive signals; and the fact of that portion of the line having been under the protection of the telegraph in no way absolved him from that duty. But I believe that this is a rule which is seldom obeyed without much modification, and that partly from fear of being left behind, and partly from not seeing a necessity for going so far, the guards of disabled trains are often under the present system very remiss in this respect.

The junction arrangements at Hunslet are much in want of improvement. Modern appliances have not yet been adopted at this, any more than at other important junctions of the Midland company near Leeds;

and the Midland company are more backward in that respect on other parts of their line than any other company in the kingdom. The present accident would not have occurred, it is true, if the signalman had not forgotten that the line was blocked between Hunslet and Water Lane, and had looked at his telegraph-instruments before he allowed the Midland train to pass him. But his signal-handles and switch-levers are outside, while his telegraph instrument is inside his hut; and he is unable, therefore, to consult his needle conveniently while performing his other duties. The mistake of the signalman, and the collision consequent upon it, may be attributed to the want of better arrangements in this respect. The dial of the telegraph-instrument, which is specially provided as a record of the condition of the line, is comparatively useless for that purpose when it is out of the sight of the signalman, and when he is obliged to leave his outside work to consult it. I would now recommend the company to construct a more commodious junction-box on a suitable stage, with handles and levers all under cover and in sight of the telegraph-instruments, and with locking apparatus which shall prevent the possibility of his causing a collision at the junction by any mistake in working the points and signals. Colonel Yolland made similar recommendations for this junction in his report of the 9th June 1860, upon the collision that occurred there on the 28th May in that year. A pointsman of 14 years service made a mistake on that occasion, which was partly due to the inferior arrangements under which he worked; and a similar accident had occurred at the same junction 4 years previously. I had myself, also, occasion to recommend improvements at the canal, bridge box near Leeds on 24th October 1860, in reporting upon an accident which occurred there on the 5th of that month. The traffic of the company at Leeds is very great, and the gradients and curves of the railway are unfavourable, and it is of great importance that the whole of the arrangements at the different junctions should be made as perfect as possible instead of being allowed to remain in their present inferior condition.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R. E.

*Midland Railway, General Manager's
Office, Derby, 24th November 1863.*

SIR,

I HAVE submitted Captain Tyler's report on the subject of the collision between a North-Eastern and a Midland passenger train, near the Water Lane junction at Leeds, to my Directors, and am instructed by them to state, that they concur in the view taken by Captain Tyler, viz., that the cause of the accident was due, primarily, to the failure of the engine of the North-Eastern train to mount the incline, and the neglect of the guard of that train to go back for its protection, aided, no doubt, by the mistake made by our signalman in allowing a second train to follow, before the first had been telegraphed clear of the Water Lane junction.

So far as already stated, my directors agree with what is said in the report to have been the cause of the accident; but Captain Tyler has made some remarks in the latter part of his report, to which they take exception, and relative to which I am instructed to offer the following observations.

With reference to that portion of Captain Tyler's report, which commences "The junction arrangement," my directors wish me to state, that the safety of the line is the desideratum which signals of all kinds, whether of "modern appliance" or otherwise, are intended to effect; and, inasmuch as one fact is worth many theories, I am instructed to show how far the arrangements which have been provided by the Midland Company, for the safety of the passengers using their trains running through the junctions, near Leeds, have effected that object.

First, with regard to the particular case under consideration, some 14 years ago a collision occurred on the down line between the Hunslet and Water Lane Junctions, very similar to the one that took place on the 7th September, the trains at that time not being worked by telegraph between those junctions. In consequence of that accident, telegraph signals for the purpose of telegraphing down trains were erected, which have been in operation up to the present time; and between that time and the present upwards of 25,000 trains per annum have passed between those points, without casualty; and as the accident on the 7th September occurred, not from any failure of the company's arrangements, but from the circumstances already mentioned, which, my directors maintain, would have been just as liable to occur under any other circumstances, and which, so long as human agency is employed for the working of signals, we must expect occasionally to take place, my directors are at a loss to see what cause there is for supposing that the Midland Company have, in any way, been negligent in their care for the safety of the public, as implied by the remarks in Captain Tyler's report.

As regards Capt. Tyler's recommendation that "a box on a suitable stage should be erected at the Hunslet Junction," he has probably overlooked the peculiarities of the approach to that junction from all three points. The junction is in a deep cutting, and the lines running in each direction from it are crossed by several over-bridges within a short distance of the junction, and the peculiarities of the approaches are such that the man could not be raised above the ground level with advantage; moreover the signal and point handles are all at present near his box, and in perfectly convenient and accessible positions.

With reference to the recommendation made by Colonel Yolland on his investigation of the accident which occurred on the 9th June 1860, Captain Tyler in adverting to the subject had evidently not made himself acquainted with the extent to which Colonel Yolland's suggestions had been acted upon. Advantage has been taken of them so far as they approved themselves to the judgment of the company's officers, and they are now in operation at the junction almost precisely as suggested by him, with the exception of the locking apparatus, which the Midland Company object to on principle, and that this is so will be seen from the following statement.

Col. Yolland says "similar accidents at Hunslet Lane Junction would be avoided in future by placing the whole control and responsibility on one man, whose post should be the box opposite the junction, with two double semaphore signals at it, similar to most junctions; to work an up distant signal towards Wellington station from that box, and by raising the signalman sufficiently high above the ground he will be enabled to see this distant signal, or if that is not done to bring a wire back from this distant signal to a repeating signal which he could see from his box, to give him the means of working a stop or junction signal for up trains arriving from the Wellington station on the site of the auxiliary semaphore signal; and also an up distant signal towards Hunslet Lane goods yard, and to adopt such mechanical arrangements with regard to the working of his signals and points that it shall not be possible for him to lower any signal until the points are right for the train to pass over them; and further that he shall not have it in his power to lower two signals at the same time which if obeyed by advancing trains might lead to a collision."

The control and responsibility have as far as possible been placed in the hands of one man, whose post is at the box opposite the junction, two double semaphores have been erected similar to those at most junctions, and the pointsman works an up distant signal towards Wellington station; but as it was found impossible to raise the man above the ground with advantage, Col. Yolland's other alter-

native was adopted, and a repeating signal was fixed within view from the man's box.

The proposal to erect a stop or junction signal for up trains on the site of the auxiliary semaphore, was not adopted, as the repeating signal above referred to, is so placed as to answer every purpose; and it was thought that the erection of such a signal would complicate the working of the junction, without adding to its safety. A short distant signal has been erected towards Hunslet Lane, but as trains and engines are continually shunting at and near the cross-over road, which is a short distance from the junction, up the Hunslet Lane branch, and the goods trains from the Hunslet Lane Station frequently start from that point, it was found that any distant signal carried beyond the cross-over road would, in the majority of instances, be behind the drivers for whose guidance it was intended, and would, therefore, be practically useless.

With reference to the alterations recommended at the Canal Bridge box, Leeds, by Captain Tyler on the 24th October 1860, upon a careful consideration of the matter, it was not considered desirable to put them in operation. Most of the points, worked by the man at this post, lead to the lines where the spare carriages are kept, and are used for shunting purposes, the formation of trains, &c.; and some of them are a considerable distance from his box; and it is found in practice, that working such points by long rods is very objectionable in many ways, as when that is the case, it is impossible, at night, for the pointsman working the points, to know precisely when the carriages are clear of the particular points to be opened or closed, and this involves a system of signalling or shouting between the person conducting the shunting and the pointsman working the points, which is very objectionable, liable to be misunderstood, and consequently tending to accident, besides involving a very considerable loss of time in the performance of the operation, which, at a busy station like Leeds, is a matter of very serious importance, particularly as such shunting, whilst in progress, obstructs the main line. It was, therefore, considered better to continue the arrangement previously in operation, of employing an auxiliary pointsman to work the points in the sidings, under the direction of the man in charge of the post, which had been

worked, without casualty to passing trains, on one of the most crowded parts of the Midland system, for some fourteen years, more especially as the case then under Captain Tyler's consideration, like the one recently investigated at Hunslet, occurred through momentary forgetfulness on the part of the man in charge, and not in consequence of any insufficiency in the company's arrangements for working the post.

Capt. Tyler in concluding his report says:—

"The traffic of the company at Leeds is very great, and the gradients and curves of the railway are unfavourable, and it is of great importance that the whole of the arrangements at the different junctions should be made as perfect as possible, instead of being allowed to remain in their present inferior condition."

With respect to this remark, my directors think it only necessary to observe that, judging of the arrangements by the only true test of efficiency, that of successful experience, they do not believe that any instance can be adduced where a similar amount of traffic has been conducted through a set of junctions with greater freedom from accident than has been the case at the junctions at Leeds.

The accidents referred to in Captain Tyler's report are all that have occurred within the last 12 or 14 years, during which period upwards of 69,000 trains per annum have passed through the junctions, a considerable proportion of such trains being driven by drivers of other companies, viz., the Great Northern, North-Eastern, Lancashire and Yorkshire, and London and North-Western Companies.

Under these circumstances my directors think themselves fully justified in declining to alter a state of things which has produced such satisfactory results, without the most careful possible consideration, and a full conviction that any "new appliances" that may be recommended are not only alterations but improvements, and really calculated to ensure greater safety in the working of the traffic passing over this line.

I am, &c.

James Booth, Esq.,
Board of Trade,
London.

JAMES ALLPORT,
General Manager.

MONMOUTHSHIRE RAILWAY.

*Railway Department Board of Trade,
Whitehall, 11th August 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Monmouthshire Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 3rd July to a passenger train at the Cwmbran station.

I am, &c.,

*The Secretary of the
Monmouthshire
Railway Company.*

W. D. FANE.

A copy of the report has also been forwarded to the Monmouthshire Railway Company, the Directors of which have been requested to give it their careful consideration.

I am, &c.,

*The Secretary of the
West Midland
Railway Company.*

W. D. FANE.

*Railway Department Board of Trade,
Whitehall, 8th August 1863.*

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 3rd July at Cwmbran station on the Eastern Valleys line of the Monmouthshire Railway, to a West Midland train from Worcester to Newport, when the engine driver of the train was killed, the fireman and five passengers and a painter at work on a ladder on the down platform of the Cwmbran station were injured, some of them very seriously.

Cwmbran station is situated about four miles 23½ chains from Mill Street station, Newport; and 2 miles 50 chains from Coed-y-gric, the junction of the West Midland Railway with the Monmouthshire

*Railway Department Board of Trade,
Whitehall, 11th August 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the West Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 3rd July to a West Midland passenger train at the Cwmbran station on the Monmouthshire Railway.

line, and this junction is distant somewhere about 65 chains from the Pontypool Road station of the West Midland Railway, the last place at which the train stopped prior to its departure for Newport. From Coed-y-Gric the line falls towards Newport by a series of inclines of 1 in 53, 1 in 63, 1 in 85, 1 in 125, 1 in 120 and 1 in 147 respectively of the length of $24\frac{3}{4}$, 10, $44\frac{1}{2}$, $83\frac{1}{4}$, $29\frac{1}{4}$, and 10 chains to Cwmbran station.

On the day before named, it appears that when the 11h. 5m. a.m. down express train, consisting of engine and tender, eight carriages and two break-vans, with two guards, got to within a short distance of Cwmbran station, the whole of the train suddenly left the line, which at this part is on a curve of 24 chains radius, and on a falling gradient of 1 in 147. The engine got off on the left side of the line or on the outside of the curve, and after passing through the arch of an over-bridge, ran up the slope of the down platform at Cwmbran station, and some distance along the platform with the wheels on one side on the platform, and then diverged slightly to the right, and after running a short distance farther down the line, fell over on its side, and slid some way upon the rails, one of which entered the smoke box and passed through into the boiler, after the engine had fallen over on its side. Two of the passenger carriages were entirely destroyed, and two others were greatly damaged.

The driver and fireman were both found under the broken fragments of the carriages. The engine driver was killed on the spot, and the fireman was severely injured. Two of the passengers and the painter employed at the station were also greatly hurt.

This train, according to the officers of the West Midland Railway, is appointed to leave Pontypool Road station for Newport at 1h. 35m. p.m. but by the printed service time tables it is due to arrive at that station at that hour. By the Monmouthshire time tables it is appointed to pass Coed-y-gric junction at 1h. 35m., so that there has been some error committed in making out the printed time tables of the respective companies for this particular train. Assuming however that the officers of the West Midland Railway Company are correct as to the proper time for this train leaving Pontypool Road, all parties agree in stating it to be due at Mill Street station, Newport, at 1h. 50m. p.m., and thus 15 minutes is allowed for the journey, the distance between those stations being 7 miles $58\frac{1}{2}$ chains. If the usual deduction of five minutes for the loss of time in starting from Pontypool Road station, and in pulling up at Newport, be made, which will certainly not be too much considering that the train has to run past a junction and that the driver is directed by the regulations to reduce the speed to 8 miles an hour outside the Newport distant signal, the train must travel at an average rate exceeding 45 miles an hour; but if the times given in the Monmouthshire service time tables be observed the rate of speed would not be near so great.

The train is stated by the head guard to have left Pontypool Road station at 1h. 42m. p.m., or 7 minutes later, and that after the accident had occurred by which he was thrown down in his van, he looked at his watch before he got up, and found that it was 1h. 52m. : He says he booked it at that time, but the general manager of the Monmouthshire Railway, who looked at this book 2 hours after the accident, says there was no such entry in it when he looked at it. The signalman at Coed-y-gric junction says the train passed at 1h. 44m., and that he telegraphed it forward to Newport at 1h. 46m.; the time at Newport when it was received was 1h. 49m., so that as far as this testimony goes, there is no reason for suspecting that there was any excess of speed, at all events beyond the average speed which I have named. The fireman and the two guards and one or two passengers speak to the train running as usual; but on the other hand some other passengers, the platelayers and other persons looking on, in the habit of frequently seeing the same train pass, allege that it was travelling much faster than usual.

After the accident had happened the line was examined by many people, and the engineer of the line (Mr. Sayers), and an inspector, stated that they observed that the left rail was bent and the line $\frac{1}{2}$ an inch wide of gauge about 85 yards north of the over-bridge; that a like derangement of the rail and to a similar extent existed 24 yards further south; and that there was a third bulge in the left rail 19 yards further on, where the gauge was $\frac{3}{4}$ of an inch wide; and 20 yards ahead a left rail had been burst out altogether, leaving one or two of the halves of the broken chairs on the inside of the rail still secured by the treenails to the sleepers. On the north end of the following rail a small piece had been sheared off, wedgelike in form, and at this joint distant about $16\frac{1}{2}$ yards from the bridge the engineer thought the engine had left the rails, as the joint-chair was broken, and marks of wheels on the ballast were traced outside the rail and under the bridge. Intermediate between the points where the rails had been bent outwards to the left, there were similar appearances, but to a less extent, in the opposite direction inside the right rail, apparently occasioned by the oscillations of the engine from one side of the line to the other, as it travelled onwards, the oscillations, as judged by the results, apparently increasing until the engine reached the rail which was so much bent; and at this spot the engineer considered that the road was unable to sustain the shock and gave way.

From other sources I was informed that the joint chair at the north end of the bent rail was sound; the next intermediate chair south of it was broken and the inside half of the chair was left in its place on the sleeper; that all the other chairs under the bent rail were broken and swept outward, and the rail itself was bent in the middle to the extent of about $4\frac{3}{4}$ inches. The three following lengths of rails were torn out and much bent, but the rails under the over-bridge were not disturbed, and the left wheels of the engine and carriages passed between the rail and the abutment of the bridge. Had the engine deviated a little more from the line of the rails, and struck the abutment of the bridge, the consequences would in all probability have been much more serious. As it was, fortunately, there were not many passengers in the train.

The portion of line on which the accident happened was opened for traffic in April 1854. The permanent way consisted of double-headed rails that weighed 75 lbs. per yard, in lengths of $16\frac{1}{2}$ feet, fixed in cast-iron joint and intermediate chairs by means of wooden keys placed on the outside of the rail. The joint chairs weighed $44\frac{1}{2}$ lbs. and the intermediate chairs 26 lbs. each. The chairs were fixed on transverse sleepers by wooden treenails. The sleepers were of larch, 9 feet long by about $10'' \times 4\frac{1}{2}''$, when adzed down, to receive the soles of the chairs. They were placed about 2 ft. 6 in. apart from centre to centre next the joints, and 3 ft. 9 in. between the intermediates. When originally made it must have been a good substantial permanent way for passenger and mineral traffic, carried at moderate speed.

A short time after the line was opened for traffic, it was determined to have the permanent way maintained by contract, and I was informed that when a treenail broke or decayed, it was to be replaced by a new one, but when a chair broke, it was to be replaced by a different kind of chair, which was to be fastened down to the sleeper by means of fang bolts.

On the portion of the road that I looked over, including that part on which the train got off the line, I found no treenails in many of the treenail holes, and some were wanting on that portion of the line where the oscillations of the engine took place, prior to its getting off; others were split, others loose in the holes and apparently not possessing strong powers of resistance to lateral pressure, or for holding the chairs down to the sleepers, and I observed that in very many instances, the old treenails were not replaced by new treenails, but by an iron spike driven into but not filling the treenail hole in the chair.

Some of the sleepers were in bad condition. The line was covered with ballast, but required lifting and packing, and there was so much top ballast, that the platelayers could not see at a glance whether there were treenails in the chair holes or not, nor observe their condition.

The maintenance of the permanent way by contract is, in my opinion, not advantageous to a railway company, and not well calculated to secure the safety of the public travelling on the line. It is advantageous that a contractor engaged in making a new line of railway should be obliged to keep it in repair for some defined time after it is opened, as the line is certain to be better made than it would be if his contract ceased on the day on which it was opened for traffic; but the case is altogether different as regards the regular maintenance of the permanent way by contract, as it is manifestly the interest of the contractor to do as little to the line as possible for the money allowed for the work, and there is in consequence much risk, if great vigilance is not exercised by the Company's engineer and his inspectors, that the permanent way will get into a bad state of repair. Such has been the result on the Monmouthshire Railway. I could not discover that proper vigilance had been exercised in looking after the contractor, or in obliging him to keep the line in good order.

Some time after the Monmouthshire line was opened, the Newport, Abergavenny, and Hereford Railway, now a branch of the West Midland Railway, commenced under an agreement to run fast or non-stopping trains between Pontypool Road station and Newport, and a year or two since the West Midland Railway Company obtained compulsory powers for running their trains over this part of the Monmouthshire line, and the running of the fast trains was continued.

The engineer of the line, when examined before the coroner, stated that the line was capable or sufficient for a train to travel safely at a speed of from 25 to 30 miles an hour; but it does not appear that he took any pains to ascertain, whether trains, West Midland or Monmouthshire, were running daily at from 40 to 50 miles an hour, and thus no notice was sent to the West Midland Railway Company that the rate of speed of their trains was too great for the state of the permanent way, and incompatible with the public being carried safely over the line.

The engine which drew the train was a 6-wheeled 4 wheels coupled engine, having 16-inch cylinders and 22-inch stroke, with the leading wheels of 4 feet 6 inches in diameter, and the driving and trailing wheels of 6 feet 6 inches in diameter; the distance between the axles of the leading and driving wheels being 7 feet 2 inches, and that between the driving and trailing wheels being 7 feet 6 inches.

The weights on the several wheels were as follows:—

	Tons.	cwts.	qrs.
On the leading wheels	- 10	3	2
„ driving „	- 12	7	2
„ trailing „	- 8	17	1
Total	- 31	8	1

The flanges of the leading wheels were exceedingly flat and sharp, instead of being well rounded off as they should have been, and thus they were well adapted to mount the end of any rail that projected sensibly inwards beyond the inner edge of the adjacent rail on which the other wheels were at that moment travelling. After the accident, in addition to the damage to the boiler which I have mentioned, the right leading spring of the engine was knocked off, one of the pins of the right, middle, and trailing springs was bent and knocked off, and the leading and cranked axles were bent; but I have no doubt that all these damages were the consequence of the engine falling over on its side.

From the whole of the particulars that have been obtained, I have no doubt whatever that the accident was the result of a train travelling at a speed, possibly in excess of its usual rate, over a road not kept in proper repair, and not safe for a greater rate than 25 miles an hour. I cannot state whether the whole of the chairs and treenails were broken by the train that met with the accident; but think it most probable that the whole of the chairs were broken at that time, but some of the treenails might have been broken before and were not observed, and I would recommend that the speed of the trains should be materially reduced, until the line is put into proper order.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel, R.E.

NORTH BRITISH RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 12th September 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the careful consideration of the Directors of the North British Railway Company, the enclosed Copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the collision that occurred on the 21st August last at the Inveresk Station of the North British Railway.

I am, &c.

T. H. FARRER.

*The Secretary of the
North British Railway
Company.*

SIR, *Edinburgh, 8th September 1863.*

IN compliance with the instructions contained in your minute of the 28th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 21st ultimo at the Inveresk Station of the North British Railway.

This station is six miles to the east of Edinburgh. In approaching it from Edinburgh, the line falls on a gradient of 1 in 300 for two miles, to within about 120 yards of the passenger platform, and is level from that point. There are no platform signals, and the distant signal towards Edinburgh is hardly 300 yards from the station buildings. It is visible at first for about a mile and a half, but the view of it is afterwards obstructed by trees, and it is seen again about half a mile from the station.

A passenger train runs daily at 4.5 p.m. from Edinburgh to Berwick-upon-Tweed, which stops at all intermediate stations except New Hailes; and a fast train follows it for North Berwick on every day but Saturday at 4.25, which stops only at Preston Pans, 9½ miles, and at Drem, 17¾ miles from Edinburgh (where the North Berwick branch joins the main line) before it reaches the branch. There is usually an interval of from 11 to 18 minutes at Inveresk between the departure of the former and the passage of the latter train.

On the day in question, the 4.5 train consisted of an engine and tender, eight carriages, a truck, a horse-box, and a break-van, and left Edinburgh at 4.9. It stopped at Portobello, three miles from Edin-

burgh, in due course, and proceeded forwards to Inveresk. At a mile and a half from the latter station, one of the longitudinal stays in the boiler gave way at its point of connection with the smoke-box tube-plate. The nut and the end of the stay having been forced out of the bolt-hole in that plate, the steam escaped into the smoke-box, and the engine-driver found on getting to Inveresk at 4.27 that it would not be possible for him to proceed on his journey. He therefore called to the assistant signal-porter, whom he saw on the platform, to telegraph for another engine, communicated to his guard what had occurred, and drew out his fire.

A telegram was accordingly despatched to Saint Margaret's at 4.35 p.m. for a fresh engine, and an enquiry at 4.40 to know whether it had left; and the assistant signal-porter went back towards Preston Pans and Edinburgh to protect the disabled train. He had gone about 600 yards when he met the fast train for North Berwick, which was not due to stop at Inveresk. He waved his flag and holloed to the driver, but the train was travelling at great speed, and the driver was looking straight ahead, and he was unable to attract his attention.

The 4.25 train consisted of an engine and tender, five carriages, and a break-van. It left Edinburgh at 4.29, and travelled from Edinburgh to Inveresk in 11 minutes; and it was proceeding at a speed probably of 40 miles an hour when it passed the signal-porter. The fireman and guard both saw this man with his flag. The former called the driver's attention to him, and the latter applied his break, and heard the driver whistling for it while he did so. The driver had shut off his steam before the fireman showed him the red flag, as appears to have been his custom in passing round the curve on which the station is approached. He then also reversed his engine and did his best to pull up. He had reduced his speed to about 10 miles an hour, when his train came into collision with that which was standing at the station.

Three passengers were slightly injured, and a fourth was more hurt in attempting to jump from the fast train. Two of the carriages in the 4.5 train were started on their framings, and the engine of that train was forced forward for about 30 yards by the shock of the collision. The greater number of the passengers, aware that the fast train was following them, had fortunately left their carriages; and the

engine-driver heard that train coming from under his engine in time to make his escape.

The engine-driver of the fast train was dismissed from the service of the company for not keeping a better look out, and has not been seen by the locomotive superintendent since the 22d August. I had not an opportunity of examining him, and have only referred to his proceedings as far as the evidence of the other witnesses enabled me to do so. He had been for some years in the service of the company, driving regularly for six months, and occasionally for six or eight months previously. His character was very good, and he would not probably have caused the present accident if the Inveresk signals had been effective.

I recommend that platform signals be now supplied at the station, and that a higher distant signal be erected, 400 yards further from it than the present one, with a repeating signal, if necessary, to enable the signalman to see that it is working properly. It is also desirable that the system of working the trains by telegraph, which is in force between Edinburgh and New Hailes, two miles short of Inveresk, should be continued to Inveresk; and it is very necessary for the safety as well as for the convenience of the passengers that the platform at that station should be made higher than it is at present.

I have, &c.

*The Secretary of the
Board of Trade.*

H. W. TYLER,
Capt. R. E.

*North British Railway Company,
Secretary's Department,
Edinburgh, 18th September 1863.*

SIR,

I HAVE to inform you that your letter of 12th instant, with Capt. Tyler's report of 8th instant, as to collision at Inveresk Station on 21st ultimo, were laid before my Directors yesterday, and they have ordered all the matters suggested by Capt. Tyler to be immediately carried out, with the single exception of the extension of the telegraph working, which they are of opinion may, for the present at least, be with safety postponed.

I am, &c.

*The Secretary of the
Board of Trade, Railway
Department, Whitehall,
London.*

J. NAIRNE,
Secretary.

NORTH BRITISH RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 30th November 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North British Railway Company, [Leadburn, Linton, and Dolphinton Railway Company], the enclosed Copy of the Report made by Capt. Tyler, R.E., the officer appointed by my Lords to enquire into the collision which occurred on the 29th ultimo on the Peebles section of the North British Railway, between some waggons which had broken loose from the Leadburn, Linton and Dolphinton Railway, and a passenger train belonging to the North British Railway Company.

I have, &c.,

JAMES BOOTH.

*The Secretary of the
North British
Railway Company.
The Secretary of the
Leadburn, Linton, and
Dolphinton Railway Company.*

SIR, *Whitehall, 25th November 1863.*

IN compliance with the instructions contained in your minute of the 6th instant, I have the honour

to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 29th ultimo on the Peebles section of the North British Railway.

A new line of railway is being constructed from Leadburn, which is $17\frac{1}{2}$ miles to the south of Edinburgh, and a station on the Peebles Railway, to Linton and Dolphinton. The Linton line is connected with a coal-siding on the west of the Leadburn station, by a pair of points, 28 yards to the south of the passenger platform; and there is a chock-block 50 yards south of those points. The coal-siding joins the main-line of the Peebles railway at the south end of the passenger platform by a second pair of points, which, as well as the former pair, lead towards Edinburgh.

The Linton line rises on a gradient of 1 in 67 $\frac{1}{2}$ for 800 yards from Leadburn, and on a gradient of 1 in 150 for 400 yards further; and the Peebles line falls towards Edinburgh from Leadburn on gradients of 1 in 64 for about half a mile, 1 in 80 for about 500 yards, and 1 in 173 for about 1450 yards.

At 2.25 on the afternoon in question, five waggons, the first loaded with iron girders, and the remaining four with wooden sleepers, reached Leadburn for the Linton line, and were placed upon that line ready to

be taken away by the contractor's engine. The main-line points were locked, and the chock-block was turned across the Linton line by the station porter, after the waggons had been placed on that line; and a "spragg" was fixed in the wheel of the last waggon as a further means of security, by or under the direction of the station master. The contractor's engine came down for the waggons at about 4 o'clock, but the breaksman who ought to have accompanied it remained at Cowdenburn, $2\frac{1}{2}$ miles from Leadburn.

A stone-mason, who left off work at 12 o'clock in consequence of the bad state of the weather, and who was in the habit of occasionally riding backwards and forwards on the engine when his work was over, made use of it on this occasion to get down to the Leadburn inn; as did also three other men, foremen of navvies; but these men remained at the inn when the engine driver, the fireman, and the stone-mason rejoined the engine at 4.45.

The five waggons having been attached to the engine by the fireman, the driver proceeded to take them towards Linton at that hour. But the wind was strong, and the rails were slippery; and the sand was blown away as fast as he applied it. The engine slipped, therefore, all the way up, until, at 1,000 yards from Leadburn, it came to a stand altogether. In the absence of the breaksman, the engine driver got off the engine and scotched the wheels of the foremost waggon with stones. Observing then, he states, that a link of the coupling between that waggon and the engine was twisted, he withdrew the hook of the coupling; and finding that the waggons began to move back towards Leadburn, he applied the break of that which was next to him, and stopped them, and called to the fireman to "let the engine down steady." He saw the fireman climbing over the tank at the back of the engine (which was a tank engine) at the same time that the stone-mason (or, as he says, some one) slackened off the break, and opened the regulator. The engine ran back upon him and against the waggons; knocked him on one side, and pushed them down towards Leadburn; and crushed the fireman between the tank and a girder which projected from the waggon behind it. The engine-driver ran after the waggons shouting to the fireman to follow with the engine. Having caught them, he jumped upon the first, and clung to the break of it until they approached the Leadburn station; but he dropped off before they reached the chock-block, under the belief that they would be thrown off the line by it, and that he would thus run great risk. He fell on his head and was much hurt. As soon as he recovered himself, he returned to the engine, which had followed the waggons to within a short distance of the station.

The waggons, however, instead of being thrown off the line, knocked the chock-block on one side, and continued their course along the rails. They passed from the Linton line to the Leadburn coal-siding, and from that siding to the main line; and they forced open the main-line points (which were locked) as they went through. The station-master heard them approaching, and saw them run by at a speed of 15 or 20 miles an hour. He went to his telegraph instrument, and endeavoured to attract the attention of the next station, Penicuik, $2\frac{1}{2}$ miles distant in the direction of Edinburgh; but before he was able to do so, he found (in the course of about a minute and a half) that his instrument failed to work; and he concluded rightly that a collision had occurred between the runaway waggons and the train which was then overdue from Edinburgh.

The station porter was opening the gates of a level crossing near the station in anticipation of the arrival of that train when the waggons approached him. He was in some doubt as to the course which he ought under these circumstances to adopt, but he decided upon letting them through, under the belief that if he kept his gates closed they would probably be broken to no purpose.

The waggons finally met the 4.20 p.m. fast passenger

train from Edinburgh to Peebles at two miles from Leadburn, while they were travelling at a speed which must have been very great upon the falling gradient of 1 in 173 before referred to. The passenger train consisted of an engine and tender, five carriages, and a break-van. It left Penicuik about 5.13, nine minutes late, and was travelling at a speed of 15 or 20 miles an hour up this gradient, when the fireman suddenly saw the waggons 20 or 30 yards before him. He attempted to turn on his break, but of course without any good result. The engine-driver, who had just turned to look at his steam-gauge, saw nothing of the waggons until he struck them. They were both much hurt, the driver having been thrown against some part of his engine, and the fireman to the top of the carriage behind it; and the guard, who was riding at the tail of the train, was stunned in the first instance by the shock.

Two of the waggons ran in under the engine and were broken up, and a third, in front of them, was set on fire.

Three of the passenger carriages were much damaged, the second having mounted the third, and having been crushed by the first: the van and the carriage in front of it only, were in a condition to return to Penicuik. One passenger, a little boy, was unfortunately killed on the spot, five others are stated to have been injured, and all, perhaps 20 or 30 in number, must have been more or less hurt or shaken.

In tracing the causes of this accident, there are three principal points to be considered. It was owing—

1. To the absence of the breaksman who had been appointed by the contractor's manager to attend upon the waggons.

2. To the action of the stone mason who, while the engine-driver was absent doing the breaksman's duty, started the engine, and caused it to come in contact with the waggons.

3. To the want of better protection on so steep a gradient, for preventing any waggons which might run away on the Linton line during its construction, from passing at Leadburn on to the Peebles Railway.

The contractor's engine-driver alleges that he went from Cowdenburn to Leadburn without the breaksman because the latter left him saying something that he did not understand, and because he found after waiting for him ten minutes or so that he did not return. The breaksman states that he was working from 7 a.m. till noon, and that he then left off work for an hour; that he went to get his dinner in the store at Cowdenburn, and to get some couplings mended; that he remained at the store till between 5 and 6 o'clock, and then went home. He adds that he told the engine-driver about noon that he was going to get his dinner, and that the engine-driver said he had time to do so while they took water; as well as that a man of the name of Johnson came in a quarter of an hour or 20 minutes afterwards, and told him that the engine had gone away.

I have not had the advantage of examining the fireman with the contractor's engine, as he was too ill to give evidence when I was on the spot, and was not expected to recover. But the stone mason makes in effect the following statement:—After leaving off work at noon, in consequence of the state of the weather, he joined the engine at a quarter of a mile from Linton, and rode upon it to Cowdenburn, reaching that place between 2 and 3 o'clock. The engine-driver took water there, and they proceeded, after talking for a quarter or half an hour, with three other men (besides himself, the driver, and the fireman,) to Leadburn on the engine. They all went to the inn at that place, and remained there for half or three-quarters of an hour, taking about two glasses of whiskey apiece. At the end of that time he followed the driver and fireman to the engine (leaving the other men at the inn), and they started towards Cowdenburn with the waggons at half past four or a quarter to five o'clock. After the engine stopped and the driver had got down, he saw the waggons running away towards

Leadburn, and the driver on the break of one of them. The fireman got over the back of the tender, and told him to go to the break. He loosed off the break and applied the steam (either by the fireman's direction or of his own accord, he does not remember which,) to let the engine down towards the waggons, to catch them, and to allow the fireman to couple them, while they were in motion, to the engine. He remembers the station-master coming up to the engine shortly after the waggons had run away altogether, and speaking to the driver about their coming into collision with the fast train from Edinburgh. He had sometimes worked the break before, but had not previously handled the regulator, and he was only doing what he had seen done before in other places under similar circumstances.

The engine-driver asserts that when he said to the stone-mason afterwards, "You made a fine job of this. What made you drive away the waggons?" the latter replied, "You musn't say I drove away the waggons; say they broke away;" and that he said again, "I shall say nothing of the kind, I shall state the thing just as it happened." But the stone mason does not remember such a conversation.

The station master is also at variance with the engine-driver upon the same subject. He states that after he found the telegraph would work no longer he met the engine-driver, "who seemed agitated," about 150 yards from the station. He asked him "How it had happened," and the engine-driver replied "The coupling must have snapped." He said to him again, "It must have been the waggon coupling, for the engine coupling (to which he pointed) is all right;" and the engine-driver replied a second time, "Well, I don't know; they must have got disconnected somehow." The engine-driver states, on the contrary, that he "did not see the station master, to his knowledge, after the waggons ran away on the 29th October until the 6th of November;" and that he "had no conversation with him after the accident that he could remember."

The question now remains as to the protection which was afforded, and the further protection which might have been afforded, to prevent the runaway waggons from passing to the Peebles Railway. The chock-block to which I have referred as standing across the Linton line, and as having been knocked away by the waggons, was about 9' high $\times$ 7" to 8" wide and 3' 3" long to the centre of the pivot on which it turned. It was provided with a cast iron shoe $4\frac{1}{2}$ " high, set obliquely to the rails and placed upon it, (according to a plan which was originally contrived by the present engineer of the North British Railway, and has been employed successfully in the sidings of that line for 10 years) for the purpose of throwing any waggons off the rails which might come in contact with it. The shoe failed to act on this occasion because the block was too high. The waggon wheel which first came against it, tore it from its fastenings (without mounting it), after the flange had penetrated the timber as far as the shoe, and threw it on one side, uprooting also the timbers on which it rested. These timbers measured, the one 5' 6" long by 10" $\times$ 9" and the other 9' long by 8" $\times$ 5", and they were secured, the former (containing the pivot) by three, the latter (carrying the wooden catch) by six bolts, to the cross-sleepers of the line.

A shallower block (6" deep) with a similar shoe has now been fixed in its place, and this might be still further improved by being sloped on its edge and provided with an iron plate conducting to the shoe to ensure its proper action. A further precaution which might have been adopted, and which is commonly employed under such circumstances, is that of a safety switch. If such a switch had been attached near the Leadburn station, and had been kept locked in the proper direction, the waggons must have been thrown off the line, and the accident could not of course have occurred.

I have been furnished, in reference to this point, with copies of several letters which I beg to enclose,

and with some evidence, of which I shall proceed to state a summary.

On the 23d of March last, Mr. Bouch, the engineer of the Linton line, wrote to Mr. John Bathgate, the then secretary, stating that he learnt from Mr. Waddell, the contractor, that he was about to commence laying the permanent way, and that it would be a great convenience to him to have a connection with the Peebles line through the coal siding at Leadburn. Mr. Bouch added that this would, of course, require the consent of the Peebles Company, and that it would be necessary, if they should agree to it, "to have a throw-off siding or some provision to prevent the possibility of runaway waggons finding their way on the Peebles Railway."

Mr. J. Bathgate, the secretary, thereupon wrote to Mr. Rowbotham, the general manager of the North British Railway, on the 24th March, stating that the contractor for the Linton line wished for the connection in question through the coal siding at Leadburn with the Peebles line, and adding "a throw-off siding would be necessary to prevent any waggons going down the Peebles line, and the connection should be kept locked and the key and control thereof be placed in the station master. Let me know whether you consent to this."

Mr. Rowbotham replied to the above by writing, on the 25th March, that he would inquire and write further about the connection wanted at Leadburn, and on the 28th March, that his company would offer no objections to the forming of the connection at Leadburn station asked for by the contractor, "but it would be well if the contractor would carry on his operations at the point under the cognizance of the company's engineer, Mr. Bell."

Mr. Bathgate forwarded a copy of the above from Mr. Rowbotham to the contractor, Mr. Waddell, on the 31st March; and Mr. Rowbotham also forwarded Mr. Bathgate's letter to him, dated 24th March, to Mr. Bell on the 25th March, and requested at the same time that Mr. Bell would return that letter to him with his report.

Mr. Bell has no recollection of having received the letter of Mr. Bathgate so forwarded to him, nor was he able, during my enquiry, to find it in his office. It further appears that no report was made by him on the subject, that Mr. Bathgate's letter was not returned by him to Mr. Rowbotham, and that no further call was made upon him for a report. He heard of that letter for the first time on the 14th instant, and did not remember any previous suggestion in regard to a "throw-off siding." He thinks it likely that he may have had some communication with Mr. Rowbotham before the connection at Leadburn was made, because he had no right to permit it without that officer's sanction; but he has no recollection of any such communication, and Mr. Rowbotham does not remember having heard anything further of the connection (after sending Mr. J. Bathgate's letter to Mr. Bell) until the accident occurred.

Mr. Bell only remembers that his inspector for the Peebles line, Mr. Forster, told him the contractor wanted to borrow a pair of old switches and a crossing for the connection, a week or two before it was made; that he authorized Mr. Forster to take them either from Harden Green (the junction of the Peebles Railway with the main line) or from elsewhere; and that he met Mr. Forster at Leadburn before they were put in, to fix upon the site. He also sent the chock-block to Leadburn, which was fixed upon the new line, and he did not consider it necessary to suggest any further means of security, though he had frequent opportunities of seeing the connection.

It does not appear, indeed, that the necessity for a "safety switch" (or "throw-off siding") was foreseen by any officer of the North British Company, although the points and crossing for thus forming a temporary connection were lent by that company, and although loaded waggons were constantly delivered by them to the Linton line over a period of several months, in spite of the suggestion which was properly made

by the Linton Company in the first instance, to the effect that this obvious means of security should be adopted. Nor does it appear that the Linton Company or the contractor either made any further representation on the subject, or took any steps for carrying out their proposal. The connection was actually formed, under an arrangement made between the contractor and Mr. Forster, by the contractor's workmen, assisted and superintended by two of the North British Company's servants. Mr. Forster afterwards inspected it to see that it was properly done, and caused a slight alteration to be effected in "straightening the road;" and he furnished the station master with a padlock and two new keys similar to those already in use, for the chock-block. The chock-block was added by Mr. Forster's foreman the day after the points and crossing were put in.

I have been furnished with the specifications for the construction of the Linton line, and with a drawing (No. 15) referred to in one of them, in which the arrangements proposed for the permanent connection are laid down. The special specification provides (at p. 6) that three points and crossings shown on that drawing as forming connections with the Peebles Railway, and (at p. 1) that other materials required for forming these connections, are to be excluded from

the contract; and neither the platforms nor the turntable nor the removal of the coal-siding at Leadburn are included in it. The drawing, No. 15, shows a throw-off siding leading to a turntable on the south of the station, and another throw-off siding on the north of it. The drawing has been submitted by Mr. Bouch to Mr. Rowbotham within the last two months, and has been generally approved of by him, though it has not yet received the formal sanction of the North British directors.

Looking to the mode in which operations are usually carried on by the servants of a contractor on a line in course of construction, it was not a very extraordinary circumstance that the waggons in question should run away, but it was a serious oversight to form the connection at Leadburn or to allow it to be formed, between very steep gradients on both lines, without a locked safety-switch for the protection of the traffic on the Peebles Railway. It is chiefly to the want of this simple addition that the occurrence of the accident must obviously be ascribed.

I have, &c.,

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R. E.

NORTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 29th October 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 7th ult. near Darlington, and my Lords trust that the observations of the inspector contained in that report on the signal arrangements of the company will receive their careful consideration.

*The Secretary of the
North-Eastern
Railway Company.*

I am, &c.,

JAMES BOOTH.

SIR,

Edinburgh, 12th October 1863.

IN compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 7th ultimo near Darlington on the North-Eastern Railway.

The Stockton and Darlington Railway, running east and west, crosses the main line of the North-eastern Railway on the level and at right angles half a mile to the north of Darlington, and there are, as will be seen by the enclosed sketch, numerous sidings connected with the main lines in the neighbourhood of the crossing. A signalman in the employment of the North-Eastern Company is stationed in a hut (A in the diagram) on the south-east of the crossing, and he is assisted in some respects during the day by a pointsman (at the hut F) on the south-west of it, in the employment of the Stockton and Darlington Company. The main-line signals for the protection of the crossing are worked by the North-Eastern signalman from his hut, and he is guided in working them by the indications of certain other signals worked by other pointsmen or signalmen. The signal for the sidings north-west of the crossing is worked by the Stockton and Darlington pointsman during the hours when he is on duty. But this man always goes off duty after the arrival of the last passenger train for Stockton, which is due at 7.40 p.m., to return for the 6.40 a.m. train on the following morning. Two signalmen in

the North-Eastern hut take day and night duty on alternate weeks. They communicate by means of telegraph-bells with Aycliffe, 5 miles on the north, and with Darlington on the south of the crossing. Their distant-signals, but not their main-signals, are so arranged that when lowered for the one line they fly to danger for the other.

A train consisting of an engine and tender, 25 waggons loaded with iron-stone, and a break-van, left Ingleby (on the Cleveland Railway) for Lady Londonderry's works at Seaham at 4 p.m. on the afternoon in question, and reached the Darlington crossing about 8 o'clock. The engine-driver whistled for the crossing signals at the same time that the bell rang from Aycliffe to announce that a train (the mail) for the south had left that station. The signalman lowered the signals to allow the ironstone train to pass from the east, and shortly afterwards the train from the north came in sight. All being clear, he lowered his signals for that train to pass, and his bell then announced that the 6.10 p.m. parliamentary train from York to Newcastle was arriving at the Darlington Station.

The up-mail had passed the crossing and reached the ticket platform south of it, when the down parliamentary train was signalled on the bell to have left Darlington. The signalman, seeing that all was clear, lowered the signals for it, watched it approaching him, and was about to ring his bell to Aycliffe as it passed, when he suddenly heard a crash on the crossing.

It was a dark night, with a strong wind. The engine-driver of the iron-stone train took that train forward, after passing the crossing, nearly to the Stockton and Darlington Station, and then commenced to shunt it as usual into the sidings north of the Stockton and Darlington line. He first backed his van into one—Mr. Barningham's—siding, and left it there. He then pushed the waggons, after the guard had uncoupled them from the engine, into another—the weigh-siding (B C in the diagram), with the intention of their passing up a rising gradient (of 1 in 409), and round a curve to the northward (C D in the diagram), towards the North-Eastern main line. They ought to have been left on this curve for the night, ready to be taken northward on the following morning. But the waggons had to pass over a pair of points (C), on their way to it, which conducted from the weigh-siding, on a falling gradient of 1 in 640 to the crossing, and these points were set for the crossing and not for the curve. The

waggons, therefore, were pushed (in the dark) down upon the crossing just as the parliamentary down train approached it. The mineral engine-driver stopped and whistled as soon as he perceived that they were going in the wrong direction, but too late to be of any use; and he had no control over the waggons, in consequence of their having been previously detached from the engine. He had been propelling them at the rate of five or six miles an hour, to get them well up the curve referred to; and two of the 25 had passed the crossing when the passenger train reached it, at a speed, perhaps, of 15 or 16 miles an hour. The engine of that train came into collision with the third waggon, and broke it to pieces. The buffer-plank of the engine was broken, and it was damaged in other respects. Three of the carriages were damaged, and one was thrown off the line.

The parliamentary train had left Darlington at 8.15, five minutes late, consisting of an engine and tender, six carriages, a break-van, and a horse-box. The engine-driver and fireman, not expecting to find a mineral train on the crossing in the dark, were much hurt, and the former is said to have had his head driven through the bull's-eye in his weather-board. Several of the passengers were unfortunately injured.

Before the mineral waggons were pushed back into the weigh-siding, the guard of the mineral train asked a man who was employed to take the numbers of the waggons to see that the points (C) leading to the crossing were set right for the curve (C D), and he states that though he made some objections he saw him walk in the direction of those points, and trusted to his doing so. The number-taker states, on the other hand, that he positively declined to have anything to do with the points, not knowing their position, being unacquainted with the sidings, and having no signal hand-lamp, but only a hand-light. He was about 200 yards from them when the guard asked him to look after them, and 50 yards from them when the waggons ran through them in the wrong direction; and he was then engaged in running after them to try and take their numbers as they passed him.

The guard had been performing this duty every alternate fortnight for two years. He had always uncoupled the engine from the waggons before the latter were pushed back round the curve (C D). No harm would have resulted from the practice in this particular case, though it is in itself objectionable, if the points had been right. As it happened, the engine-driver was deprived of all power over the waggons when they passed to a falling instead of to a rising gradient.

A pair of safety points have been put in since the accident, marked E in the diagram, between the points at C and the crossing, with a view to the prevention of similar accidents in future; but it is further desirable that these points should be connected with the box at A, in order that the North-Eastern signalman may have control over them. They would otherwise be liable to stick in the wrong direction at the moment when they were required to protect the crossing. The pointsman, to whom I have before referred, as being stationed at the hut F, goes away every evening, and there would be no one else after his departure to take charge of them.

I could not but notice, when at the crossing, that many other improvements were required, and I think

it my duty to take this opportunity of directing attention to them. I understand that it is in contemplation to lengthen the present sidings, and eventually to have a crossing by four, instead of, as at present, a crossing by two lines of rails. I only refer now, of course, to the crossing as it is.

The main signals should be made to interlock, so that the signalman may be able to open one line only, either the North-Eastern or the Stockton and Darlington, at one time. The interlocking of the distant signals may also, perhaps, be improved, and they might be made to work in unison with the main signals, all being kept, as a rule, at danger.

The signal K for the siding K G, south of the crossing, is considerably on the wrong side of the points to which it is intended to apply. These points being opposite the signalman's box, it would be better to add a semaphore arm and a lamp under the existing up-main signal of the North-Eastern Railway, and to make the two signals to interlock with one another and with the points in question. They are facing points for all up trains, and some of these trains pass over them at great speed. It should only be possible to lower one of these arms at a time, and neither of them before the points had first been set in the proper position.

The new safety-switch west of the crossing should, as I have already said, be worked from the box, and should be made to interlock with the signals, being moveable only when the main signals are at danger, and preventing the signals from being lowered when they are in the wrong position. The small signal for the siding C E, to which this switch applies, should also be worked from the crossing box, and should be capable of being lowered when the main signals are at danger only.

A small signal for the siding O P, north of the crossing, and the points which join that siding to the main line, should be similarly worked.

The points for the siding M N, also west of the crossing, should be connected with the box, should have an arm under the Stockton and Darlington main signal to apply to them, and should be worked similarly to the siding K G, south of the junction, above referred to.

The sidings on the east of the crossing and north of the Stockton and Darlington line might probably be made to join the latter with one pair of points instead of two; and a signal, capable of being lowered when the Stockton and Darlington signal for the line going east was at danger only, might be placed near those points, and worked by the junction signalman.

Telegraph-instruments, as well as bells, should be supplied for the use of the signalman, communicating with boxes north, south, east, and west of him.

And finally, the signalmen who are responsible by day and by night for the performance of the important duties required at this crossing, should be provided with a suitable uniform, and should receive higher wages than they at present obtain, of 17s. a week.

I regret that I have been prevented by a constant succession of other duties in England and Scotland from transmitting this report to you at an earlier date.

I have &c.,
H. W. TYLER.
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

NORTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th January 1864.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, in order that the same may be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to enquire into the cir-

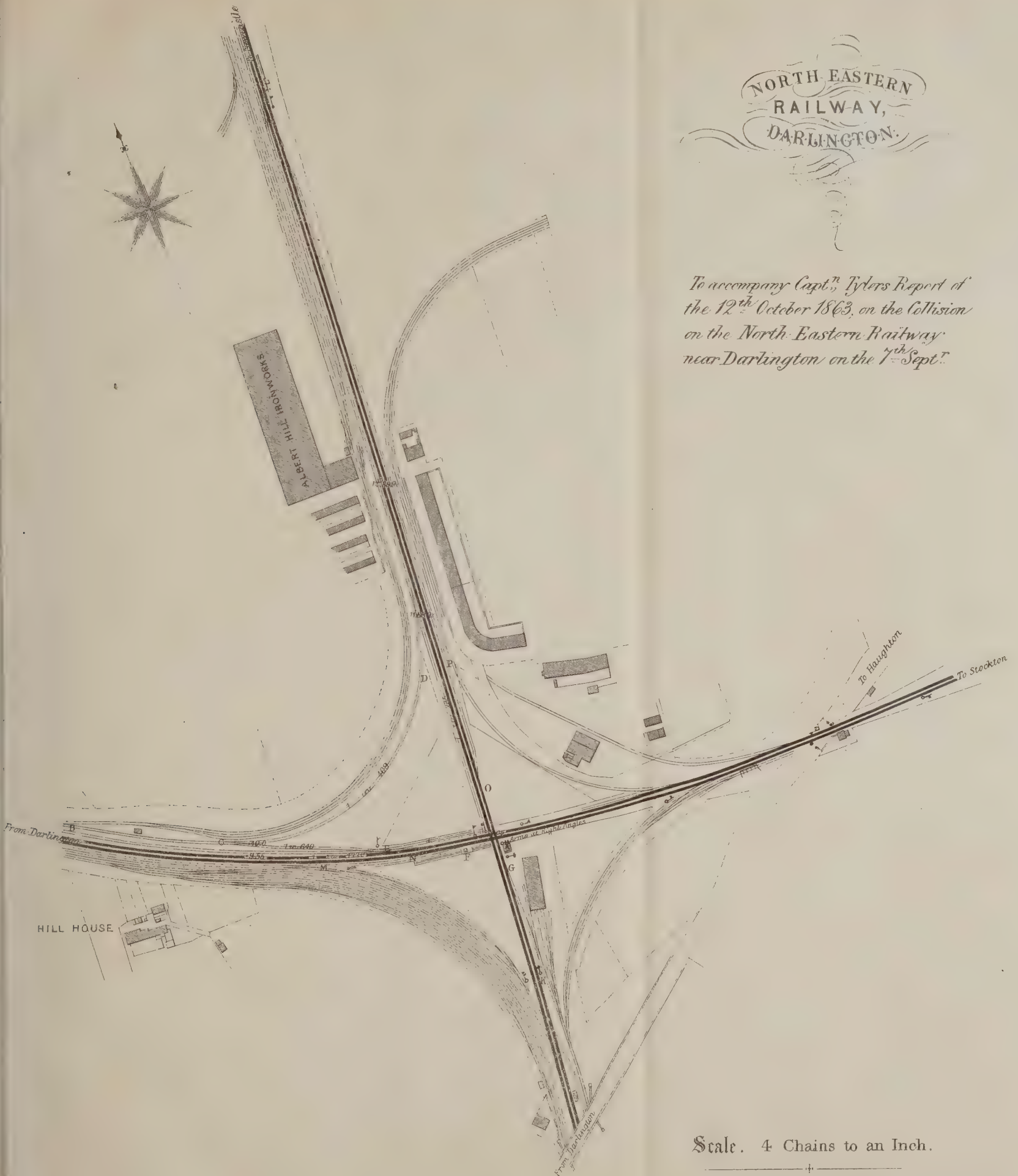
cumstances which attended the accident that occurred to a passenger train near Copmanthorpe on the 15th ultimo.

*The Secretary of the
North-Eastern Railway
Company.*

I am, &c.,
J. E. TENNENT.

NORTH-EASTERN
RAILWAY,
DARLINGTON.

*To accompany Captⁿ Tyler's Report of
the 12th October 1863, on the Collision
on the North-Eastern Railway
near Darlington on the 7th Sept.*



*Railway Department, Board of Trade,
Whitehall, 2d January 1864.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your instructions of the 21st ultimo, I have inquired into the circumstances connected with the accident that occurred on the 15th December 1863 near Copmanthorpe, when part of a train belonging to the North-Eastern Railway Company ran off the road, and four of the passenger carriages fell down the embankment, which is about 9 feet high.

Eight passengers are reported to have been bruised or shaken, but none seriously injured.

The 7.15 a.m. train left York for Normanton at the appointed time on the 15th ultimo. It consisted of engine and tender, 1 horse box, a guard's van, a second, a first, two third, a second, a first, and two third-class carriages, a guard's break van, and three empty horse boxes, coupled in the order given. It proceeded all right to Copmanthorpe, the first station on its way. It left Copmanthorpe at the proper time, 7.30 a.m., but when it had gone about a mile, and had reached a point 70 yards short of the 5 mile post from York, the driver felt a sudden jerk, as if he had run over something. He sounded the whistle for the breaks, and desired the fireman to apply the tender break. About 50 yards from the point where he felt the first jerk, his engine was suddenly brought to a stand, and he was thrown forward. He thought the crank axle of his engine had broken, but on his attention being directed to the train, he saw that a part of his train had left the line on the near side. The first four carriages were on the rails, the fifth, a third class, was off on the near side, but standing upright; the 6th, 7th, 8th, and 9th, had run down the embankment and fallen over on their sides. The 10th carriage and the guard's van behind it were also off the rails, but standing on their wheels. The only couplings broken were those between the fourth and fifth carriages, and but little injury was done to the rolling stock or permanent way. The driver detached his engine and ran back to York for assistance, and the guards took measures for protecting their train. The train at the time of the accident was travelling at a speed of about 25 miles per hour. The accident was caused by a rail on the near side of the up line having broken.

From the appearance of rubbing at one of the points of fracture (about 2 ft. 10 in. from the south joint), there appears to be little doubt, that this fracture had occurred a short time previous, probably during the night, and that several trains had passed over it after it had broken. The gangers in charge had observed nothing wrong on walking the line the previous evening, and had not got that far on the morning of the accident. After the accident, the rail was found broken in four pieces, besides a fracture at the end of the fish plate.

The rail was a very defective one. The inspector of permanent way stated, that he ordered it to be turned on the 11th ultimo, 4 days prior to the accident, in consequence of a lamination and bulge, about 11 inches long, in the top flange. This order was carried out, but the rail did not break at the defective part, which was the cause of its being turned. The inspector of permanent way and the ganger who executed the order state that they did not notice any other fault in the rail, or consider that the part that was defective rendered the rail unfit for turning.

The rail was probably crusted with mud and rust when taken out, which prevented its defects being observed, as it is evident that both sides of the top flange were almost detached from the web when the rail was turned, and had been nearly so when the rail was first supplied, the amalgamation or welding of the top flange and web being most imperfect.

This part of the North-Eastern Railway was relaid in July 1860, with a double headed rail weighing 82 lbs. per lineal yard, supplied in lengths of 24 and 27 feet. It is fished and carried in 42 lb. chairs which are spiked to sleepers, laid transversely about 3 feet apart.

The upper and lower surfaces of the rail are case hardened or steeled.

From the evidence on the number of rails broken during the first year, and on the number which have required turning, as also from the appearance of imperfect manufacture shown in the broken section of the rail, I would suggest that in future all defective rails be examined most carefully. The evidence shews that this is the first breakage under similar circumstances.

I have, &c.,

*The Secretary
of the Board of Trade,
&c. &c. &c.*

F. H. RICH,
Captain R.E.

PRESTON AND WYRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 25th August 1863.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 3d instant, near the Blackpool Station on the Preston and Wyre Railway, and to request that you will call the attention of the Committee of Management to the observations of the inspecting officer, and particularly to his recommendations that the line of railway between Poulton and Blackpool should be doubled, and that in the meantime the single line should be worked according to the Train Staff system, the regulations for working which are herewith enclosed, and should also have a separate wire with the necessary telegraph instruments for greater convenience in working.

I am, &c.,
W. D. FANE.

*The Secretary of the
Preston and Wyre
Railway Company.*

SIR,

Blackpool, 22d August 1863.

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the

Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 3rd instant near Blackpool, on the Preston and Wyre Railway.

This line is leased by the London and North-Western and Lancashire and Yorkshire Railway Companies. It is worked by the engines and trains of the latter company, but the staff on the line are under the control of a superintendent and secretary who takes his instructions from a joint committee of the lessees.

There is a double line from Preston to Poulton, the junction of the branches to Blackpool and Fleetwood, but a single line only, about three miles long, between Poulton and Blackpool. This single line has been open for traffic for upwards of 17 years. The traffic has increased very largely since it was constructed, and is still increasing every year. For six months in the best season, great numbers of excursionists visit Blackpool (as well as Lytham and Fleetwood on the same coast) for the sake of the sea air. During the summer months 3,000 or 4,000 passengers a day for three days in the week, and on special occasions, three or four times a year, from 8,000 to 9,000 people are carried to Blackpool alone in the day. There are 15 ordinary trains each way in summer, and 13 in the winter; but there are sometimes as many as nine excursion trains in addition to them, making 24 in the day.

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There is also an express train weekly, leaving Manchester at 1.35 p.m. on Monday, and returning from Blackpool at 8.15 a.m. on Tuesday; and another leaving Manchester at 1.15 p.m. on Saturday, to return at 8.15 a.m. on Monday.

Safety has hitherto been secured on the single line between Poulton and Blackpool through the instrumentality of the branch engine-driver. The station inspector at Blackpool informs the engine-driver before he goes to Poulton of the number of trains that will follow him before his return; and the station-master at Poulton gives him similar information in regard to his station. When any unexpected train arrives at Poulton, however, for Blackpool, the station-master works by time. If there is a clear half hour before any train is due from Blackpool, the special train so arriving goes forward; if not, it is delayed for an opportunity to proceed. The departure of a train is signalled from one station, to the other, when the wire is disengaged, by electric telegraph; but there is no separate wire for the purpose, and no dependence is placed upon the working of the telegraph. The station-masters trust entirely to the verbal arrangements which they make with the regular driver on the branch, with a general understanding that a clear half-hour from Poulton may, as I have described, be taken advantage of for the despatch of an extra train when necessary.

It is a remarkable fact, very much to the credit of the station-masters and the engine-driver, that no mishap, or even misunderstanding, had occurred in this system of working for upwards of seventeen years previously to the present accident.

On the day in question, the 3rd August, there were four excursion trains running to Blackpool and back, besides the 15 ordinary trains, and the express trains to and from Manchester. The train at 1.35 p.m. from the latter place was only running for the fourth time in the present season. A special printed notice, of which I enclose a copy, was issued to announce it before the first train ran on the 13th July, and it was further advertised in the excursion time-table, also enclosed, and included in the service time-tables from the 1st August. When it commenced running a doubt arose in the mind of the Poulton station-master as to whether it ought to be allowed to leave Poulton for Blackpool before the arrival from Blackpool of the Yorkshire excursion train which was due to leave that station at 3.10 p.m. every Monday on its return journey, and that officer telegraphed to the superintendent of the Lancashire and Yorkshire Company at Manchester for instructions. The superintendent replied that the Yorkshire train was to await the arrival of the Manchester train at Blackpool. The station-master at Poulton telegraphed to the station-master at Blackpool "Keep Yorkshire trip until express arrives," and this arrangement was accepted as general, and as intended to apply to the following Mondays.

On the 3rd August the engine-driver of the branch, Joseph Sergeant, who acted to some extent, as I have explained, also as a pilot, drove the 2.55 p.m. ordinary train from Blackpool. The train was a heavy one, containing 17 carriages filled with passengers and luggage, and it did not get away till 3.2, seven minutes late. The station inspector is under the impression that he told Sergeant that there was an excursion (the Yorkshire) train to follow it, and he admits that he forgot entirely that the Manchester express was due to arrive before the starting of that (Yorkshire) train. Sergeant states that he went to the station inspector on the platform before he started, and told him that he should remain at Poulton till the Yorkshire excursion train had passed. The question of the Manchester express does not appear to have occurred to him at that time any more than to the station-inspector, though he had heard from him previously that there had been an order for the Yorkshire train to await its arrival at Blackpool. At all events nothing was then said about the Manchester train.

After the departure of the 2.55 ordinary train at 3.2, the station-inspector went round to the excursion platform, looked through the couplings of the Yorkshire train, promised to keep it for a minute or two for a passenger who had forgotten his luggage, and finally started it, after hearing from the guard that he was ready to go, with an instruction to the driver to go slowly along the side of the platform. There were a great number of people on the platform, and the station-inspector feared that they might, some of them, endeavour to get into the carriages whilst they were in motion. He therefore followed the train down to the bottom of the platform, and only gave the final signal to the engine-driver to proceed on his journey when he saw that all was safe in that respect.

The train consisted of an engine and tender, 11 carriages, and a break-van. The van was third from the tail of the train, but was connected by a continuous break with the two carriages behind it. The extra engine-driver had been four times previously on the branch as a fireman, but not with that particular train, and was driving on the branch for the first time. He knew nothing of the Manchester train, any more than the guard, who had not seen the special notice under which it commenced running. They had got up to a speed of about 10 miles an hour when they saw the Manchester train coming in the opposite direction, round a curve on which the station is approached, and they managed to reduce their speed materially before they came into collision with it, at about 420 yards from the station buildings. The collision was fortunately a slight one, owing to the action of the continuous breaks with which both of the trains were provided, and which, besides causing their speeds to be rapidly reduced, also prevented the rebound of the buffers of the carriages. The body of one of the carriages in the Yorkshire train was shifted on its framing, and two of the carriages became uncoupled from each other. Five of the passengers in that train were slightly injured.

The Manchester train was composed of an engine and tender, six carriages, and a break-van. The van and three carriages were supplied with continuous breaks working together. It left Manchester at 1.35 p.m. and reached Poulton at 3.7. The station-master detained it there till the ordinary 2.55 train arrived from Blackpool, and started it towards that station at 3.14, as it was his duty to do. He directed the telegraph clerk to announce its departure, as usual, to Blackpool, but the needle of the instrument was blocked over, probably from some other station, and the message could not for that reason be transmitted.

This train had already passed the Blackpool distant signal, where the steam was shut off, and was running into the station at a speed of from 15 to 18 miles an hour, when the engine-driver and guard saw the steam of an engine before them. They supposed at first that it must be in a siding; but soon saw in passing round the curve on which they were travelling that it was coming towards them. They did their best to pull up, and almost brought their train to a stand before the collision occurred.

Both of the guards in these trains made good use of the raised compartments in their vans, as well as of the ample break-power with which they were provided. They were enabled, not only to see the danger for themselves, without waiting to be informed of it by the engine-whistle, and to apply their breaks promptly; but also, as I have said before, materially to reduce the speed of their respective trains, and thus to save the passengers from much injury that they would otherwise have experienced.

The site of the collision was about half way between a pair of facing points 300 yards from the station buildings and the distant-signal which is worked from those points, and is about 240 yards from them. These points were not regularly attended, as they ought to have been, by a pointsman. The man who was designated as the pointsman, was also employed to clean lamps, to do porter's duty at the station, to carry messages into the town, and to clean the other

ation switches. During his absence, one of the other porters was sent to work the points as might be convenient. On the present occasion, when one train was going out and another coming in he was first employed to couple-up carriages and breaks in the station, and was then directed to go into the town to advise a gentleman there of the arrival of his chimney pots, while the points were left unattended. If he had been at his points he might possibly have heard the whistle of the engine of the Yorkshire train as it started from the station, have seen it approaching him, and, by keeping up his distant signal against the Manchester train, have averted the collision.

This accident has been directly caused by the forgetfulness of the station inspector at Blackpool, in starting an excursion train from one end of a single line when another train was due to arrive at it from the other end. It is another proof, if proof were wanted, of the danger of trusting to the memory of a man occupied by various duties, or indeed of any man, in cases where the safety of trains is concerned. It is far more surprising that this man should, under the system that I have above described, have gone on for so many years without a mistake, than that he should at the end of them have forgotten an exceptional train, recently put upon the line, and running on certain days only.

I would now recommend the company to add a second line of rails between Poulton and Blackpool as soon as they can make arrangements for doing it, and in the meantime to introduce the train-staff system of working on the single line (under the regulations contained in the Board of Trade Circular) for securing safety, and a separate wire with the necessary telegraph-instruments for greater convenience in working.

The pointsman at the entrance to the station yard to whom I have referred, should undoubtedly be kept at his post, at least during the summer months; and should be supplied with a cabin, a main signal with two arms, one applying to the excursion and the other to the ordinary train platforms, and a good means of communication with the station.

It is further desirable that the time-tables for the excursion trains, which are now drawn up in different districts of the Lancashire and Yorkshire Railway, should be finally prepared by one individual, placed in one list, and made more convenient for reference by the officers and servants who are required to make use of them.

*The Secretary,
Board of Trade,
Whitehall.*

I have, &c.
H. W. TYLER,
Capt. R. E.

WEST CORNWALL RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 5th October 1863.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the West Cornwall Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision between a passenger train and a waggon which had been blown out of a siding near the Penwithers Bridge on the 30th August last; and to express their Lordships' hope that the Directors will take into their immediate consideration the propriety of adopting precautions against the recurrence of the like accident in future.

I have, &c.

*The Secretary of the
West Cornwall Railway Company.* JAMES BOOTH.

SIR, *Dublin, 27th September 1863.*

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your minute of the 3d inst., I have inquired into the circumstances connected with the accident that occurred near Penwithers Junction, on the West Cornwall Railway, on the 30th ultimo.

The engine driver and breaksman lost their lives, the fireman escaped with some injuries to his back; but no passengers are reported to have been injured.

Penwithers Junction is situated about three quarters of a mile west of the town of Truro. It is the point of junction with the branch to Newham, and the place where the Cornwall Railway to Falmouth separates from the West Cornwall Line going to Penzance.

The 7.15 p.m. down passenger train, from Truro to Penzance, left Truro about twelve minutes late on the 30th ultimo. The delay was caused by the train having to put back into Truro Station, to take off three empty passenger carriages, as the rails were greasy, and the load was too great for the engine to take up the incline from Truro.

The train started the second time on her way to Penzance about 7.27 p.m. It consisted of engine and tender, two third-class carriages, three second-class carriages, two third-class carriages, one first-class carriage, and a guard's van, coupled in the order

given. The carriages were each fitted with breaks, so that each guard or breaksman could apply the breaks to two carriages.

A breaksman travelled in front of the train, and a guard in the van at the tail of the train.

The breaksman, in consequence of the greasy state of the rails, was engaged with the fireman, on the front of the engine, in sanding the rails.

The train passed Penwithers Junction all right. The West Cornwall Railway on leaving Truro Station is on a rising gradient of 1 in 66 for 27 chains, or about one third of a mile. The gradient then falls 1 in 264 for 8 chains, and from thence to Penwithers Junction, a distance of 15 chains, the line is level. After passing the junction the line again falls about 1 in 200, till it reaches the points of a new siding, about 14 chains west of the junction; thence to an under bridge, about one and half chains further on, the line falls 1 in 760.

This bridge was the scene of the catastrophe.

A new goods siding, about 13½ chains long, has lately been constructed between the junction and the bridge.

It was not completed at the time of the accident, which occurred on a Sunday evening. A tipping waggon, which had been used in constructing the siding, was left on it. The ganger, who was in charge of this work, states that he left the tipping waggon, on the 28th ultimo, about 130 yards from the western points of the new siding, having secured the wheels with stones. He saw it again on the 29th ultimo, before leaving work, about 3.50 p.m.

It had been pushed a few yards further from the western points, and he supposed that it was secured with stones, but he did not examine it.

A plate layer, who assisted in placing some goods waggons in the siding, moved the tipping waggon on Friday the 28th after the ganger, and says that he secured it with stones.

The West Cornwall porter, who is in charge of the signals and points near Penwithers Junction, came off duty at the junction after the train which is due to arrive at Truro from Penzance at 10.52 a.m., had passed, and did not return to his station till about 6 p.m. that evening. He then lit all the West Cornwall lamps except the distant signal lamp on the Penzance side, which he deferred till the 6.15 p.m. down train should have passed. He states that he

looked down the line and saw the tipping waggon in its proper position on the siding, and that, as far as he could see, the main line was clear, but as the line from the junction to the bridge turns northward on a curve of 15, 29, and 21 chains' radius, successively, and is in a cutting, the view, (though clear from the junction box to the position where the tipping waggon was left), is obstructed further west by the north bank of the cutting. The porter also states that he was not in charge of the siding, as it was not finished or given over to him, but he admits that he considered it his duty to look after goods waggons in it, but not to look after the tipping waggon, which belonged to the permanent way people.

It appears that this porter, Richd. Tregoweth, had not been distinctly charged with the care of the siding, but I think that an active, intelligent pointsman, after being away for the whole Sunday, should on returning to his post have examined the points and sidings connected therewith, and he should not have delayed lighting the distant signal lamp.

The tipping waggon reached the western points of the siding before the arrival of the 7.15 p.m. down train from Truro. From the evidence, it appears that it must have done so shortly before the arrival of the train, and the points being keyed so as to keep them shut for the siding and open for the main line, the waggon remained there. The fireman, who was still in the infirmary when I saw him on the 17th inst., states that he was standing forward, near the sand-box of the engine, and was the first to see the danger when about 50 yards from the western siding points.

He says that they were travelling about fifteen miles per hour, and that he called out to the driver, who immediately whistled for the breaks, reversed his engine, and was applying the tender break when the fireman endeavoured to get back to the tender. The short distance at which the danger was seen, owing to the cutting and curve, the falling gradient, and the greasy state of the rails, made it impossible to pull up, though the guard also applied his breaks; the state of the reversing lever and regulator of the engine, and the break of the tender, after the disaster, prove that the fireman's statement is correct.

The engine, on reaching the western points of the new siding, struck the tipping waggon, which the fireman states was lifted off the rails and sent fifteen feet forward (probably much more) and came down across the line with the wheels on the ballast. The second longitudinal sleeper from the points shows plainly where the engine left the rails. One wheel and a part of the axle of the waggon was found at the bottom of the embankment at this point. The other wheel and remaining portion of the axle, and the whole of the second axle (somewhat bent) with its wheels attached, were carried forward and found with the engine in the road under the bridge, into which the tender and two leading carriages also fell.

It appears that the engine on striking the tipping waggon the second time broke the axle of the waggon and was lifted off the rails. It ran for several yards along the outer ledge of the left or near side longitudinal sleeper, and then along the ballast, till it reached the southern or near side truss of the wooden under bridge, about $1\frac{1}{2}$ chains from the western points of the new siding. The timber truss and the wooden platform of the bridge were carried away, and the engine after reaching the opposite stone abutment, fell backwards into the road below, and was found lying, wheels upwards, in a transverse direction to the line of rails. The tender, with both couplings and buffer planks broken, lay in a similar direction, and the two empty leading carriages also fell over, but their couplings remained unbroken, and so did all the couplings of the other carriages, which remained partly on the embankment and partly on the rails, two only being buffer locked.

The engine is a six-wheeled tender engine. The driving and trailing wheels are 5' 6" diameter, coupled together; the diameter of the leading wheels is 3' 9".

The cylinders are 15 in. diameter with 22 in. stroke, and it works to a pressure of 100 lbs. to the square inch.

The weights on the several pairs of wheels are—

Leading wheels	- 7 $\frac{1}{2}$ tons.
Driving wheels	- 10 $\frac{3}{4}$ "
Trailing wheels	- 5 $\frac{3}{4}$ "

and the distance between the leading and trailing wheels is 14 feet 5 $\frac{1}{4}$ inches.

After the accident the leading axle, crank axle, and springs of the engine were found to be all right, but the trailing axle was bent. The off cylinder was broken, having a piece of the near rail, from the west side of the bridge, driven into it. The chimney, safety valves, reversing levers, and splashers were broken, and the tubes in the boiler were shaken. About 10 inches of the flange of one driving wheel were injured, and the spokes had loosened in the boss. These injuries were, no doubt, the result of breaking through the bridge, and falling about 20 feet into the road below.

The wooden cross trees of the longitudinal sleepers were cut by the off wheels of the engine, and the permanent way, for about 1 chain on the eastern side, and for a short distance on the western side of the bridge, was broken up. The wooden top and one truss of the bridge were destroyed, and a small portion of both stone abutments of the bridge, was injured.

The driver appears to have fallen with his engine, and was found lying on the debris, with both legs broken and nearly severed from his body; he died shortly after he was taken out. The breaksman, who was standing forward on the near side of the engine, to sand the rails, was found near the fire-box, and was so scalded with the hot water and steam that was escaping from the broken valves and cocks, that he died in the infirmary about 1 p.m. on the 1st inst. The fireman states that after seeing the engineman employed in screwing down the tender-break, he got on the top of the boiler, and when he felt the engine falling, he jumped into the road clear of it. He was able to go round and speak to his unfortunate comrades, but when he tried to assist them, he found himself unable to do so from the injuries that he had received in his back and loins. The fortunate circumstance of the five first carriages being empty has probably saved many lives.

The officers of the Company, and I hear that many of the members of the coroner's jury, believe that the empty waggon was placed at the points, by some malicious person, and they are encouraged in this opinion by attempts having been made before to turn the train off the line; but I am of opinion that it was driven there by the wind, considering that the evening was squally with a north-easterly wind blowing down the cutting, in the direction of the points, and that the gradient of the new siding falls about 1 in 132 towards the points at the place where the tipping waggon was left, 1 in 107, 1 in 112, and no where less than 1 in 198 till it reaches the points.

The accident was caused by the tipping waggon being left on a siding connected with the main line without any proper means of securing it.

A chock-block has been added since the accident, but I recommend that a second block be put at the eastern end of the siding to mark the place, outside which no trucks should be left; that spring padlocks requiring keys to open them but not to lock them, be provided for the blocks; that indicators be attached to the points, and that a catch siding to stop run-away trucks be added to the western end.

The gradients of the sidings can also be much improved, and the western end joining the main line, be made much less steep. These precautions, with a proper man in charge of the siding and points, will, no doubt, prevent a recurrence of similar accidents.

I have, &c.

*The Secretary to the
Railway Department,
Board of Trade.*

F. H. RICH.
Capt. R. E.

435

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of January and February,

1864.

(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
April 1864.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1864.

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MIDLAND RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 9th February 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collisions which occurred near Rawmarsh, on the Midland Railway, on the 9th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Midland Railway Company.*

*High Elms, Hampton Court,
2nd February 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the results of my inquiry into the circumstances which attended the accident that occurred on the 9th ultimo near Rawmarsh, on the Midland Railway.

A special coal train, consisting of an engine and tender, 25 loaded waggons, and a break-van, left Kilnhurst about 10 o'clock on that evening for Sheffield, 8½ miles from it, on the south-west. The engine-driver discovered by the beat of his engine that something was wrong after he had gone about two miles, and found on examination that the right-hand back-gear eccentric strap had given way. He therefore brought the train to a stand half a mile south of the Rawmarsh station, and 6½ miles from Sheffield, and sent his fireman, as he was pulling up, to tell the guard to go back and protect it. The guard, however, did not wait for the fireman's instructions. He got off his van at once, and went back for that purpose; but before he had gone more than 50 yards, he met a King's Cross express goods train, which passed him and came slightly into collision with his break-van.

This goods train left Leeds at 7.40, and Normanton punctually at 8.27. It stopped at Oakenshaw and Swinton, it was stopped by signal at Kilnhurst, and it was detained there five or six minutes after the departure of the coal train. After leaving Kilnhurst, the engine driver proceeded cautiously, because he knew that the coal train was not far before him, and because the night was very foggy. He was thus able to bring his train nearly to a stand before he struck the coal train, though he only saw the lights upon the van behind it from a distance of 50 or 60 yards.

The two engine-drivers and the guard of the coal train agreed that, as very little damage had been done, it would be better for the goods train to push the coal train forward for a mile and a half to Masborough, to clear the line. This was effected; the coal train was shunted into a siding; and the driver, after disconnecting the disabled side of his engine, travelled forward with one cylinder to Sheffield. The guard of the coal train himself went back nearly to Rawmarsh, and found a coke train standing there which had been stopped by the guard of the goods train. He told the driver of the coke train that the line was clear, because he had seen the King's Cross goods train pushing his (coal) train towards Masborough, and he got upon the engine of the coke train to follow them.

The coke train left Normanton at 9.10 for Derby, consisting of an engine and tender, 28 loaded waggons, and a break-van. The engine-driver saw the guard of the King's Cross goods train a little to the north of Rawmarsh, and ran over two fog signals near him; and he brought his train to a stand about 150 yards south of the station. He went back to the station master to ask what was amiss, and learnt from him that "a goods train had run into a coal train in a cutting

"near Masborough," and that the goods guard had awoke him and told him to light the lamps of his signals. He said he would proceed cautiously forward; and, as he was starting, the guard of the coal train came up, informed him that the line was clear, and accompanied him on his engine till he pulled up behind the express goods train at Masborough. The guard of this coke train, after seeing the Rawmarsh station master, went forward also in his van to Masborough.

A goods train for Camden, near London, by the London and North-western route, followed the above coke train, and was composed of an engine and tender, 18 waggons, and a break-van. It left Leeds at 9.20, and Normanton punctually at 9.50. The engine-driver found the platform signal at danger at Rawmarsh, and pulled up about 120 yards south of the station. He saw the coke train when it was 50 or 60 yards in front of him, and he was "just able to stop" before he touched it. He went to the break-van of his own train and found that the guard was not there. He proceeded to the Rawmarsh station, and saw the station master go northward with his guard towards the distant signal. On rejoining his engine he found that the coke train which had been in front of him had gone forward, and he therefore blew his whistle as a signal to the guard to return to the train, and walked again towards the van to look for him.

He then met a man with an oil lamp from a colliery close at hand, who told him to stop any trains that might come on the other—the down—line of rails, because some one had been killed on that line. He therefore sent his fireman with a hand lamp and fog signal towards Masborough. Shortly afterwards he heard another train approaching on the up line. He jumped on his engine and was able to start it in forward motion just as the following train came into collision with his train with some violence. The break-van and two of his waggons were thrown off the rails, and two other waggons reared up and were damaged. He proceeded forward to Masborough with the remaining 14.

The guard of this Camden goods train, whose van came to a stand, on the stoppage of that train, near the south end of the passenger platform at Rawmarsh, heard from the station master that there had been a collision near Masborough, and that "some one"—the guard of the King's Cross goods train—had "gone back to block the road." Not having seen anything of this man, who ought to have placed fog signals on the rails, and to have signalled to him—the Camden—train to stop before it got to Rawmarsh, he went back with the station master to look for him, and to protect that train. He had not gone more than 100 yards to the north of Rawmarsh before he found the burner of a hand lamp, and then the case, and a man's shoe; and, further on, a mangled body of a man lying on the down line. The unfortunate goods guard had evidently been run over and killed by the fast passenger train 5.35 p.m. from London, and 8.37 from Trent, which met the Camden goods train north of Swinton, and which must have passed Rawmarsh 13 or 14 minutes before that train stopped there. The guard of the Camden train saw a man at the colliery north of Rawmarsh, and asked him to go to the station and send some one to remove the body, as well as to block the down line. It was this man who requested the driver of the Camden train to stop all trains on the down line, as above explained.

The guard then went further north, and placed three fog signals on the rails, about 300 yards north of the distant signal. In a few minutes he heard his driver whistling for him to rejoin his train. Knowing that an "up mail train was nearly due," he did not like to leave the spot altogether; and he remained a

few yards from the distant signal, which was alight, till that train had passed. He then went back 600 or 700 yards beyond the distant-signal, to stop a second King's Cross goods train, which was due to leave Leeds at 10 p.m.; and he brought that train to a stand near the distant-signal. He went back with the guard of it to stop the goods train from Doncaster; he sent the guard of the Doncaster train back, after he had stopped it, to warn any train that might follow it, and he then returned to Rawmarsh.

To recapitulate the proceedings of the guard of the first King's Cross express goods train, above referred to, it appears he went back to protect his train as soon as it had come into collision with the disabled coal train from Kilnhurst. He stopped the coke train with his fog-signals and hand-lamp, and prevented further mischief with that train. He very properly awoke the station master at Rawmarsh about 10.30, told him what had occurred, and requested him to light his signals; and he then went further northward to signal succeeding trains. The fast down train, which ran over him and killed him, whilst he was in the performance of that duty, passed Rawmarsh while the station master was lighting his semaphore signal; and the station master, after learning from the driver of the Camden train, who was only stopped by that signal, that he had seen nothing of this man, went back with the guard to look for him, and to light his distant-signal at the same time that the guard went beyond it with his fog signals and hand-lamp. The station-master followed the guard after lighting his distant-signal, joined him about 300 yards to the north of it, and saw him place two fog signals on the line. He then left him to return to the station, and the up mail train passed before he had gone more than half way back to it.

The up mail train left Leeds at 10.19, 24 minutes late. It was kept waiting for its engine, which was late on the down journey from Derby to Leeds, partly because the night was unfavourable, and partly because other trains were also late. It stopped at Woodlesford, Methley, and Normanton; and left Normanton with two carriages, three post offices, and two vans, at 11.11, 29 minutes late. The signals were all right at Oakenshaw junction, Barnsley, and Swinton; and the first warning that the engine-driver received was by running over the fog signals which had been placed on the rails by the guard of the Camden train, very little to the north, as it

appeared to him, of the Rawmarsh distant-signal. He saw that signal at danger, and observed the guard of the Camden train near it with his hand-lamp. He shut his steam off, reversed his engine, told the fireman to apply the tender break, and whistled for the guard's break as soon as possible after he heard the fog signals. But the rails were in a very slippery condition, and he was only able to reduce his speed, as he believes, from 40 to 5 or 6 miles an hour, or, as the guards state, to 15 or 20 miles an hour, before he struck the goods train before him. His estimate of the speed is probably under the mark in both cases. Four post-office clerks and one post-office guard have complained of injury; but it does not appear that any of the passengers, who were 15 in number, were injured. The engine was not damaged further than by the fracture of the castings of the buffers, and none of the carriages were damaged or thrown off the line.

The gradient north of Rawmarsh is 1 in 600 falling towards the station for half a mile; and the engine-driver of the mail train would have had about 900 yards after going over the fog signals in which to bring his train to a stand. There seems no reason to doubt that he began to pull up as soon as he passed over the fog signals. One of the guards to the train heard the fog signals explode, applied his break in consequence, and heard the engine-driver whistling for the breaks as he did so. The other, who was at the tail of the train, gives a different account. He did not hear the fog signals, but he saw the guard of the Camden goods train, and applied his break; and he only heard the engine-driver whistling for the breaks "immediately afterwards."

All the servants of the company, including the poor man who lost his life, appear to have performed their duties to the best of their judgment and ability; and it is plain that further means of safety are required on a line so crowded with traffic of all descriptions, and with trains travelling at various velocities. I recommend that arrangements be made for working this portion of the railway by the aid of the telegraph, and that the signals at Rawmarsh and other small stations be kept burning during the night.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 10th March 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North-eastern Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 10th ultimo to a passenger train on the Goathland incline on the Whitby branch of the North-eastern Railway.

I am at the same time to request that you will inform my Lords as early as possible after the consideration of the report by the Directors, whether any measures are to be taken for establishing a means of communication between the top and bottom of the incline as recommended by the inspecting officer.

I am, &c.

*The Secretary of the
North-eastern Railway Company.*

JAMES BOOTH.

SIR,

York, 23d February 1864.

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the

Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 10th instant, on the Whitby branch of the North-eastern Railway.

There is on this branch, at eight miles from Whitby, an incline three-quarters of a mile long, on gradients of 1 in 14, and 1 in 15, called the Goathland incline. It is worked by a stationary engine on the summit, and a wire rope, which is wound round a drum six feet in diameter. The rope was attached to a six-wheeled van, specially constructed for the purpose, provided with two sledge breaks, and weighing 11 tons 7 cwt.; and this "incline-van" preceded the trains in descending, and pushed them before it in ascending the incline. A powerful break, connected with the drum, was employed to check the speed of the van, and its accompanying trains of passengers, goods, or minerals, as the case might be, in passing down the incline.

The stationary engine, the wire rope, the drum, and the drum-break, were under the charge of an engineman of the name of Goulden, who had done the same duty for 17 years, and who had a fireman, an assistant fireman, and a breaksman to assist him. The incline break-van was under the special charge of a breaksman of the name of Legg.

On the evening in question, the 6.45 p.m. parlia-

mentary train from York left Malton at 8.2, seven minutes late, and reached the top of the incline at 9.8, nine minutes late. After the train had been brought to a stand, the engine was uncoupled from it, and was run round it; and the engine-driver then pushed the four passenger carriages and guard's van which composed it, in the usual manner, against the incline break-van, and over the summit. He returned to the water-crane as soon as he had done so; and was not aware that anything was wrong until he was asked by the engineman in charge of the stationary engine whether he could see the train. He was unable to look down the incline from the place at which his engine then stood; but he observed that the rope was not moving, as it would have done if all had been right; and he ran down the bank to see what had occurred, and to render assistance.

It had been snowing at intervals, and was a cold, but not a very dark night. The engine-man Goulden was standing close to the drum-break, which was being worked by his assistant breaksman Watson. Goulden states, "When half the train had gone over the top of the bank, as I could see from where I stood, the rope gave a click. When the train had gone a short distance further I felt a second click. Just as the whole train had gone over, I felt the rope give way, with a third jerk, rather heavier than the two first. The rope was being pulled out by the van and carriages as the (locomotive) engine pushed them, and my assistant, Joseph Watson, was holding the break, to lower them gradually. The rope dropped slack between the above jerks. The break was just dragging. We always have jerks as the trains are started from the top of the incline until the trains get into their speed in going down. I can't say that the two first jerks were anything more than usual. The third was rather a heavy one. I can't tell how it was caused. I am quite sure that the whole train had gone over the top of the bank before the rope broke, because I saw the tail lamps The third jerk did not appear to me to be anything unusual until I found the rope drop, and the carriages 'running away.'" The breaksman Watson, who had been working the drum-break for three months, states, "As the train went over the top I felt a slight jerk or two. I kept working the break-handle up and down a little to ease the drum, and then suddenly found the rope coiling upon the drum, and then I stopped the drum. . . . I did not feel any jerks more than usual on that night. There are always jerks more or less as the train goes over the top, and particularly with goods trains."

The incline breaksman, Legg, had brought up four loaded waggons about half-past 7 o'clock; and he remained at the top with his van until the passenger train arrived at 9.8. He states that he stood on the ground near his van while the carriages were pushed against it in the usual way; that he coupled the incline break-van to the carriage next it, from the ground; and that after he had got into the van the locomotive engine-driver pushed them over the summit as was his duty. He felt one jerk, but did not know exactly when the rope snapped. Hearing the broken end of the rope trailing over the rollers, he applied his break, and he then endeavoured to put sand on the rails. But his sand pipes were choked up, and he could do no more, after securing the break-handles. He jumped out of his van, to save himself, at 300 yards, he alleges, from the top of the incline.

The guard of the passenger train, who was in his van, felt no unusual jerk as the train was pushed against the incline-van, or until the rope broke. He then felt a jerk, however, which he supposed to have been caused by the van springing forward, and by the carriages afterwards coming against it. He applied his own break as quickly as he could, but found that the speed was increasing all the way down.

It thus appears that the rope gave way while the train was being started from the top of the incline in the ordinary course of traffic, and that it was not subjected to any greater violence than might have been expected, or than it ought to have been capable of sustaining without any risk of actual fracture.

The snow which had gathered on the rails rendered them very slippery, and forming into ice under the sledges of the incline break-van deprived it of its power to arrest the progress of the carriages. The guard's van had but little effect on so steep a gradient. The whole train descended at accelerating speed, and remained on the rails until it reached a curve to the right, of about 40 chains radius, 300 yards beyond the foot of the incline. The incline break-van,—still travelling on its sledges, and not on its wheels,—then ran off the line to the left, and, coming in contact with a stack of timber, mounted it and ran partly over it. The iron framing of this van, which is of great strength, was but little injured; but the upper part was knocked off and thrown forward, and the wheels and framing came to a stand upon the *débris*. Five other men, who, in disobedience to the regulations of the company, were in the van with the incline breaksman, jumped out before it had acquired great speed, near the top of the incline. One rail was bent to the extent of 4 or 5 inches by the van as it left the rails, and two others in a less degree, apparently by other vehicles.

A second-class carriage next behind the van was twisted round, and thrown partly on its side, against the hedge at the side of the line. A first-class carriage which followed it was turned upside down, and hind end foremost, in front of it, and lay, with its body destroyed, wheels uppermost, also in the hedge. A third-class carriage, behind that carriage, was thrown round and forward in like manner, and was on its side in the hedge. The remaining, a third-class carriage, was on the rails with its leading wheels only; and the guard's van came to a stand behind it in the ballast, with its wheels about 6 inches from the rails. Two of the passengers were unfortunately crushed to death under the framing of the first-class carriage, and a third, who had also been riding in that carriage, was much injured. Twelve other passengers suffered more or less.

It is quite possible that the van and carriages might have kept on the rails if the former had not been travelling on its sledges near the bottom. The sledges were flanged similarly to the wheels, but were indented with grooves not parallel to the flanges. They had not, from the way in which they were attached, the same stability against lateral pressure, in passing round a curve, as the wheels would have had.

All the screw-couplings appear to have been shaken off the hooks of the draw-bars of the carriages as they separated, without fracture, and the side chains were only pulled out from the buffer planks in two instances.

The rope which thus failed was supplied to the North-eastern Company by Messrs. Webster and Co., of Sunderland, in November 1861, after the accident that occurred on the incline, in consequence of the fracture of another rope in the previous month. It is very discreditable to the company that they should thus have permitted two ropes to break, one after another, in the ordinary course of traffic. This rope, similarly to the last, was composed of six strands, each containing 6 wrought-iron wires; but it was stronger, because the wires were No. 9 instead of No. 10, Birmingham gauge. Its weight and ultimate strength, when new, were 16 lbs. to the fathom, and 32 tons, respectively. The friction, and, therefore, the wear and tear upon such a rope, necessarily increases in proportion to the distance from the drum, and the lower end wears out for that reason faster than other parts. This rope had been turned end for end about eight months before, and the ends had been cut off it from time to time, until only 11 spare turns (of about 19 feet each) remained on the drum, out of

21 which were originally coiled round it. It gave way on this occasion at nine feet from the incline van, and the wires were sufficiently worn at the points of fracture to account for its having failed, as it evidently did, without any strain greater than was to be anticipated having been brought to bear upon it.

The weight of the train was as follows :—

		Tons.	cwts.
1 1st-class carriage	-	5	0
1 2nd-class "	-	4	18
1 3rd-class "	-	5	13
1 3rd-class "	-	5	13
Guard's van	-	6	3
Incline van	-	11	7
		38	14
Passengers, &c., about	-	1	6
Total	-	40	0

And the actual strain brought suddenly upon the rope as this train went over the top of the incline would have been less than three tons. The weight of the rope was very slight at that point, and the friction of the descending carriages would have tended to decrease the strain, while the effect upon the rope would have been considerably greater—on this as well as other occasions—than that which would have been produced by a simple strain of that amount, in consequence of its having been suddenly applied as the vehicles passed in succession over the top of the incline.

The rope was, as I have explained, as well as the stationary engine, under the immediate charge of the engineman Goulden, and this man acted under the orders of the district locomotive superintendent at Whitby as regarded his engine, and of the resident engineer of the southern division of the North-eastern Railway at York as regarded the rope. But, in fact, he turned the rope end for end when he thought it necessary to do so, in consultation with the locomotive superintendent, and without the authority of the resident engineer; and he was left to his own discretion in deciding when the ends should be cut off from time to time as they wore out. He applied to the locomotive department for a blacksmith, and to the permanent way department for other men to assist him, when he required them. The resident engineer has been in the habit of examining the rope when he happened to pass in that direction, but not at regular periods, and his visits appear to have been devoid of any result, inasmuch as he has not had anything to do either with the turning of it or with cutting off the ends. It is evident that there has been a great

want of supervision, such as ought to have been exercised by some superior officer of the company, to see that the rope was turned, cut, and discarded at proper periods. It was not right to leave the entire responsibility, as was practically done, upon such a man as Goulden, or, indeed, upon any man who had to work the incline from day to day. The rope broke, no doubt, at an unfortunate time, when the break-van was comparatively useless; but no part of it ought to have been used, or would have been used, under proper supervision, after it had become so much worn, and when, indeed, fracture was imminent. As I took occasion to observe in reporting upon the failure of the previous rope, "Such a margin should be *preserved*" in cases of this description between ultimate strength and practical load as to leave the latter at a quarter of the former, and there should be no risk incurred, particularly on a passenger line, of actual fracture."

It became my duty to recommend also in that report that a good means of communication should be established, by electric telegraph or otherwise, between the top and bottom of the incline; but this has not been carried out. There is still no means of sending a message between the two points, except by human agency, when the van is at the summit; and the only signal that can be given to the engineman from the bottom to instruct him to commence hauling up a train, is by letting it down first, and thus tightening or jerking the rope. The incline being curved, the station master at the bottom has no opportunity of knowing, after he has despatched a train, whether or when it has arrived safely at the summit, nor of ascertaining when a train is about to be despatched from the summit on its way towards him.

He ought, as I before stated, to be continually informed on these matters, in order that he may keep the down line clear, and take care that the three facing points on that line are set in the right direction during the whole time that a train is ascending or descending the incline, and in order that he may not commence shunting, to the obstruction of that line, until he has heard of the arrival at the summit of any train that he may send up.

I was informed during my inquiry that a new rope was to be supplied on the incline in the course of a few days, and I understand that the deviation line which is in course of construction, and which will, when complete, be used instead of the incline, is likely to be ready for traffic in the autumn of the present year.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade,
(Railway Department)*

SIR, *Whitehall, 10th March 1864.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North-eastern Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 12th ultimo at the Springwell station.

I am, &c.

The Secretary of the JAMES BOOTH.
North-eastern Railway Company.

SIR, *Newport, 1st March 1864.*

IN compliance with the instructions contained in your minute of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the

collision that occurred on the 12th ultimo at the Springwell station of the North-Eastern Railway.

This station is about $7\frac{1}{4}$ miles from the central station at Newcastle, on the line to Sunderland and Shields, and three-quarters of a mile east of the Pelaw junction, at which that line diverges from the main line to the south. It has no platform signal, but is protected by a distant-signal of an old pattern, 583 yards from it, which is visible for 1,000 yards. The gradient falls 1 in 228 from Pelaw to Springwell.

The 7.30 p.m. passenger train for Sunderland and Shields left Newcastle punctually on the evening in question, with an engine and tender, six carriages, and two vans. It reached the Pelaw junction at 7.42 (according to the evidence of the guard), left it at 7.43, and arrived at Springwell at 7.47. After it had waited there for four minutes for some passengers by another train (from a line which crosses over the line in question at Springwell), a coal train following on the same line of rails came into collision with it with considerable violence. The engine-driver (of the passenger train) hearing a loud whistle, got off his

engine to ascertain where it came from, and seeing the coal train close behind him, got upon his engine again, and tried to set it in motion. The collision occurred just as the passenger train began to move, and while the passengers from the upper line were joining it; and it was pushed forward for about 100 yards. The fireman of the passenger engine was thrown down upon the platform, and hurt on the leg. Out of perhaps 80 passengers, 34 are said to have complained of injury.

The coal train consisted of an engine and tender, 52 loaded chaldron waggons, two loaded six-ton waggons, and a break-van. It left Gateshead at 7.35, immediately after the passenger train, for the Tyne Dock, and it would no doubt have travelled more slowly than that train in surmounting the rising gradients on the first part of its journey. The engine-driver found a danger signal at the Felling station, between Gateshead and Pelaw, but it was turned off on his approach. The signals were all right at the Pelaw junction, which he passed at very moderate speed, some five or six minutes after the passenger train. The red lights at the tail of the passenger train were visible at that junction, but the distant-signal from Springwell was not turned to danger before the coal train had passed it, as is proved, not only by the evidence of the engine-driver, fireman, and guard of that train, but also by that of the signalman at the Pelaw junction, who distinctly saw the coal train pass it while it showed a white light, and also saw that light changed to red afterwards. The Springwell station master asserts that he turned it to danger as the passenger train drew up at the platform, in which case it ought to have been at danger when the coal train passed it; but even he "cannot say whether the coal train had passed the signal board before he turned it to danger."

The principal excuse which is made by the engine-driver of the coal train is virtually that he supposed, as the signal was at "all right," that the passenger train had left Springwell. He said to his fireman, on seeing the tail lamps not far before him, "Is she standing or going." The fireman thought that the train was moving forward. The engine-driver saw almost immediately afterwards that it was at a stand-still, and endeavoured to pull up, but too late to avoid the collision which followed.

It was no doubt impossible for this engine-driver to determine at any great distance along a straight line whether the red lights on the passenger train were stationary or otherwise; and the distant-signal, which was at "all right" as he approached it and passed it, was evidently calculated to mislead him. It appears that the usual regulations, which require that fixed signals shall be kept at danger for five minutes after the passage of a train, are not carried out at the Pelaw junction, in consequence of the frequency of the traffic past that junction, or at Springwell, or other stations where there are no platform signals.

I recommend that platform signals, and distant signals of a superior description, be now supplied at Springwell; and it would be an advantage if the

electric telegraph was more employed on a line on which the traffic is so heavy. There are telegraph bells, but no telegraph-needles, in the signal-box at the Pelaw junction. The trains are not telegraphed from that junction at present, either by bell or needle, towards Sunderland and Shields; they are telegraphed by bell only towards Washington and the south, and by bell only to and from Felling, the block system not being in force towards those places. But the telegraph-needle and the block system are employed between the Heworth-tunnel cabin, north of Pelaw, and the Felling station.

Not only are the signal arrangements inefficient at the Springwell (junction) station, but the man in charge of them, who is also station master, booking clerk, ticket collector, and porter, is sometimes required to work during the night as well as by day. He stated, in reply to my questions, "My hours of duty extend over periods which vary according to circumstances. My regular hours with passenger trains extend from 8 a.m. to 8 p.m. About four times a week I have to attend to the signals at 5 o'clock in the morning, and at other times between that and 8 o'clock, when there are goods or mineral trains for the Jarrow Works. About twice a month I have to attend to trains after 8 o'clock (in the evening). They used to come all night, and I had to get out of my bed to attend to them occasionally on Friday nights once a fortnight. I can manage very well for my duties during the day."

The signalman at the Pelaw junction also, who has been at that post for 11 years and 3 months, besides taking duty from 8 a.m. to 8 p.m. on alternate weeks, is kept at his post for 24 consecutive hours every other week. And this system of 24 hours' shifts at the end of the week prevails over the whole of the northern division of the North-eastern Railway. His wages are 19s. a week, and he has, he says, a top coat every five years, but no other clothing.

In my opinion, a man who has charge of a responsible and important post of this description for six days or six nights during the week ought to be allowed to spend Sunday with his family without being obliged to take a 24 hours' shift on one Sunday in every fortnight in order to obtain the other Sunday (when he is fit for little but sleep after six nights of duty) to himself.

This particular signalman states, "I have always taken a 24 hours' shift every other week ever since I have been here (for 11 years and 3 months). I have never had the option offered me of any other arrangement. I have never had a holiday since I have been here,—nor asked for one. I have been off duty during that time for about a fortnight altogether, from sickness."

It is difficult to say which of these two cases,—that of the station master at Springwell, or that of the signalman at the Pelaw junction,—is the more discreditable to the administration of the Company.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

*H. W. TYLER,
Capt. R.E.*

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R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of February and March,

1 8 6 4.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
May 1864.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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CALEDONIAN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 9th April, 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstance connected with the accident to a passenger train on the Glasgow and Greenock section of the Caledonian Railway on the 5th of February last.

I am, &c.

*The Secretary to the
Caledonian Railway
Company.*

JAMES BOOTH.

SIR,

Carlisle, 2d April, 1864.

In compliance with the instructions contained in your Minute of the 12th February, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 5th of that month, on the Greenock section of the Caledonian Railway.

The 11 a.m. passenger train left Glasgow for Greenock one minute late on that day, consisting of an engine and tender and five carriages, of which the first and last, each containing a guard, were break carriages. The last was a four-wheeled carriage about 28 feet long (exclusive of the buffers), and of a pattern which has been used for many years on the Greenock Railway. It was divided into two compartments, a small one at the back of the train for the guard, and a larger one in front of it, without seats, for passengers.

Soon after the train passed out of the Bishopton tunnel, and about 200 yards beyond the 13th mile post (from Glasgow), the guard perceived that something was wrong. He tried to apply his break but found that it was out of order; and a large piece of the tyre of the off trailing wheel was at the same time forced up through the floor of the carriage, and fell about six inches from him. As the train was travelling at a speed of 25 miles an hour, and he had no other means of obtaining the attention of the engine driver, he got out of his compartment and crept along the footboards at the sides of the carriages towards the engine. The driver caught sight of him when he was two carriages from the engine, and shut his steam off; but the train was not brought to a stand until it had run about two miles and three quarters from the point at which the guard first perceived that the tyre had failed.

On returning to the last break carriage from the engine, after the train had stopped, the guard found that a second and larger portion of the tyre had flown, also through the floor, into the compartment of the carriage in which the passengers, about 25 in number, were riding, in a standing position. It had,

unfortunately, killed one man by striking him on the left breast, and injured two other passengers, and a fourth appears to have broken his collar bone in jumping from the carriage.

The tyre which thus gave way was manufactured by Messrs. Hood and Cooper, of Leeds, many years ago, and had become reduced in thickness by wear and tear from an inch and a half to little more than seven-eighths of an inch. It failed at the weld, which was very defective, so much so that there could have been but very little of the metal united. It broke into two pieces only, of the respective lengths of about 5' 1" and 4' $\frac{1}{2}$ ", the second fracture having occurred through a bolt-hole. It had been secured to the rim of the wheel by four bolts, and the bolt-holes were $\frac{3}{4}$ " in diameter at the smaller end, and 1" in diameter, probably, at the larger end, when the tyre was new.

After the passengers had been removed into another carriage the train was taken on at very slow speed to Greenock, with the disabled carriage behind it; and the trailing wheels of that carriage left the rails in going round a curve at the entrance to the Greenock station.

This is a description of accident which may without difficulty be absolutely provided against, because there are methods of so fastening tyres to railway wheels as to prevent them from flying off, even if they break into any number of pieces. I am glad to learn that the Caledonian Company are adopting one of the best of these methods for all new carriage wheels; and I would observe that the more they expedite the alteration of their wheels, and the substitution of improved tyres, the better. I am informed that they expect, under the arrangements at present proposed, to have one third of their carriage wheels supplied with Mansell's tyres by next September.

The only other point in connexion with this accident on which I need specially remark, is the distance that the train continued to travel after the failure of the tyre. In spite of the activity and exertions of the guard, in making his way to the engine along the sides of the carriages, the train ran for about 2 $\frac{3}{4}$ miles, as I have stated, dragging the disabled carriage behind it, at imminent risk to the passengers, before it was brought to a stand. This was an instance in which a means of communication from the guard to the engine driver, such as is habitually employed by the Caledonian Company, with certain trains, on their main line, and by some other companies, would have been of essential service; and it is a proof of the necessity for employing it, even with comparatively unimportant trains. Such means of communication have not yet been provided on the trains between Glasgow and Greenock.

I am, &c.

(Signed) H. W. TYLER,

*The Secretary of the
Board of Trade.*

Capt. R. E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 29th April 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the

officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred near Birmingham on the London and North-western Railway on the 22nd ultimo.

I am, &c.

*The Secretary of the
London and North-western
Railway Company.*

JAMES BOOTH.

SIR,

Whitehall, 22nd April, 1864.

In compliance with the instructions contained in your minute of the 14th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 22d March near Birmingham on the London and North-western Railway.

The 12.20 p.m. passenger train from Birmingham to Wolverhampton, Walsall, and Darlaston left the New Street Station, at Birmingham, punctually on the day in question, consisting of an engine and tender and ten carriages, of which two were break-carriages. It stopped at the Lawley Street Station, which is about three-quarters of a mile from the New Street Station, for a minute or two, as usual, and then proceeded towards the next station, Bloomsbury; but at rather less than three-quarters of a mile beyond Lawley Street it came into collision with a coal train, which was standing in its way on the down main line. The van and one waggon of the coal train were thrown off the rails, and a second waggon was also damaged. The leading wheels of the engine of the passenger train were also thrown off the rails, but it was only slightly damaged, and all the carriages remained on the rails. The guard of the latter train, whose break-carriage was in the centre of it, was knocked down, and fifteen of the passengers have complained of injury.

The speed of the passenger train was evidently very moderate after it left Lawley Street, and is even stated by the engine-driver, fireman, and guard, not to have exceeded from 5 to 8 miles an hour, and to have been reduced to 2 or 3 miles an hour when the collision occurred. The train was composed of carriages coupled closely together, with short buffers, of the description technically known as "twin carriages;" and the shock was no doubt more severely felt than it would have been if carriages of the ordinary description had been employed.

The coal train started from the Curzon Street (Birmingham) Station at 12.14, with an engine and tender, 10 empty and 3 loaded waggons, and a break-van. It proceeded for half a mile to the Vauxhall Bridge, and the guard found 16 empty waggons waiting for him in the sidings south of that bridge. The break-van and the 10 empty waggons were left on the main line while the engine and the 3 loaded waggons were taken into the sidings for these 16 waggons; but after they had been taken out of the sidings it was observed that one of them was disabled; and the waggon examiner would not allow it to proceed, though the goods guard, aware that the passenger train was nearly due, endeavoured to induce him to do so. The disabled waggon was therefore shunted off, and 2 coal waggons with it, to save time; and the engine was returning with the remaining coal waggon to rejoin its train when the collision occurred.

The coal train which thus obstructed the main line was standing in a very awkward situation. It could not be seen by an approaching engine-driver for more than about 130 yards, owing to a curve on the line, and the position of an engine shed. But it was under the protection of two distant-signals, controlled

by the signalman stationed at the Vauxhall Bridge. One of these signals was 127 yards from the site of the collision, and 277 yards from the Vauxhall Bridge; and could be seen for a considerable distance towards Lawley Street. The other was 447 yards from the site of the collision, and was visible to the engine-driver of the passenger train before he started from the Lawley Street Station. These signals were worked together, by means of one lever, from the Vauxhall Bridge, and were turned to danger by the signalman as soon as the coal train arrived. That which was nearer to him appears to have been in good order; but the other, which was out of his sight, required adjustment, as the semaphore arm did not go up to the horizontal position when the lever was turned to danger. There were two other semaphore wires attached to the same post, above that which was worked from the Vauxhall Bridge.

The engine-driver of the passenger train excuses himself by saying that he had always been led to understand, that the upper arm of this further signal-post from Vauxhall Bridge, which was "at all right" when he started from Lawley Street, was the distant signal from that bridge; that the lower arm on the same post, which he understood to apply to the engines going into the engine-shed sidings, was at "caution;" and that his attention having been taken up with his fire, he did not notice the second signal, nearer to the Vauxhall Bridge, until after the collision. The fireman with the passenger engine, knew that the lower arm of the further post from Vauxhall was worked from the bridge, and saw that it was at "caution" before he left Lawley Street; and he had several times seen it in that position before. He also observed, when he was about 20 yards from the next signal-post, that the arm on that post was between "caution" and "danger," and he "took it to be a caution signal." It was only when they came in sight of the coal train, and upon his calling the engine-driver's attention to it, that they endeavoured to pull up.

These men have both been dismissed from the service of the company in consequence of this accident. They are both highly intelligent, and the engine-driver, who had served 16 or 17 years in that capacity, bore an excellent character.

The local officers of the company tested the signals the same afternoon, and found that the arm of the nearer distant-signal to Vauxhall went perfectly to "danger," but that the lower arm of the further signal post from Vauxhall rose to a position about halfway between "caution" and "danger" only, so as to make angle of about $22\frac{1}{2}$ degrees with the horizontal line, when the lever was worked by the signalman in the usual way.

I understand that the London and North-western Company are now extending the system of working by aid of the electric telegraph over further portions of their railway, with a view to greater security. I strongly recommend its application on the portion of line here referred to, an account of the nature as well as of the amount of the traffic.

I have, &c.

H. W. TYLER,

Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

MONMOUTHSHIRE RAILWAY.

*Board of Trade,
(Railway Department),*

SIR,

Whitehall, 5th April, 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you for the careful consideration of the directors of the Monmouthshire Railway Company, the enclosed copy of the report made by Capt Tyler, R.E., the officer

appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the Monmouthshire Railway on the 17th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Monmouthshire
Railway Company.*

SIR, *Edinburgh, 31st March, 1864.*

IN compliance with the instructions contained in your minute of the 21st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 17th instant, between a mineral train and a passenger train, on the Monmouthshire Railway.

The Western Valleys Section of this railway is laid with a double line of rails for $15\frac{1}{2}$ miles from Newport to Aberbeeg Junction, and with a single line up each of the valleys which conduct from that junction, towards Ebbw Vale in one direction, and Blaina and Nanty-Glo in the other, respectively. The single line in the former valley winds up it on steep gradients and round sharp curves for four miles, to Victoria; and there is a double line beyond it to Ebbw Vale.

The working of the trains on these portions of single line is regulated by means of the electric telegraph under the following rules. No train is to be allowed to proceed between Aberbeeg and Victoria until it has been ascertained by telegraph that the line is clear, except in the case of trains following one another. The guard of each train is to be furnished, before he starts, with a telegraph train-pass, which it is his duty to deliver up at the end of his journey. The guards and drivers are to inform the telegraph clerks of the sidings at which they are to stop, or where they will require water; and caution-tickets, in which these particulars are entered, are to be given by the telegraph-clerks to the engine-drivers of any following trains, in addition to the telegraph passes to the guards.

The train messages are transmitted on the ordinary double-needle speaking instruments, and along the same wires as other messages. A telegraph switch at Aberbeeg places either Victoria or Nanty-Glo in communication with Newport. In order to prevent mistakes or confusion with other stations, as regards the train messages, a special code has been adopted, under which each engine or train is designated by certain letters. The "code sheets" are furnished, as they are required, to the telegraph clerks concerned only; and they are required to act in concert in using them, by striking out on the "code sheets" the letters which apply to each engine or train successively as soon as they have made use of them.

On the day in question, a tank engine (No. 32) left Ebbw Vale at 7.17 a.m. for Victoria and Aberbeeg. A mineral guard rode upon it, with the engine-driver and fireman. They obtained a telegraph pass in due form from the station-master at Victoria, and left that station at 7.22. They stopped at Cwm Colliery siding, about half way between Victoria and Aberbeeg, at 7.40, to take on five trucks of coal, and brought the engine to a stand on the south of the siding, which is on a steep gradient, as well as the main line. While these trucks were running down by the force of gravity towards the engine, the foremost of them was thrown off the rails, in consequence of the points which connect the siding with the main line having been fastened in the wrong direction. A delay of half an hour was thus occasioned; and as soon as the truck was again placed upon the line, it was taken forward (with the other four) by the engine towards Aberbeeg, leaving the Cwm siding at 8.11.

The 7 a.m. passenger train from Newport left Aberbeeg, (after the guard had received a telegraph pass for Victoria,) to travel in the opposite direction along the single line, according to the guard's statement, at precisely the same time. It consisted of an engine and tender, a third-class, a composite, and a break carriage; it carried eight or nine passengers; two engine cleaners rode on the engine with the driver and the fireman, and the guard rode in the break carriage. It was travelling on a curved part of the line, where the view was much obstructed, and up a gradient of about 1 in 60, when the mineral train sud-

denly came in sight. The engine of that train running down hill, had no steam on, while that of the passenger train was necessarily employing its steam to surmount the above gradient. The driver, fireman, and guard on the mineral engine had, therefore, a little more warning than the four men who were on the passenger engine, by seeing the steam from it before they saw the engine itself. The mineral driver had time to reverse his engine, and then to drop off it almost as it was struck, but no time to apply his break. He was badly bruised by some coal which fell upon him from the foremost truck. His fireman and the mineral guard were only shaken in jumping to the ground. The woodwork of one coal truck was broken to pieces, and another was damaged.

The two engines met with considerable violence. The smoke-box of the passenger engine struck the tank of the mineral engine (which was travelling tank first), and both were much damaged. The foremost passenger carriage reared up upon the tender, and remained firmly fixed in that position, with its trailing wheels on the rails. The engine driver has died of the injuries which he received, as well as one of the engine cleaners; the fireman had his thigh broken, and his chest crushed, and is in a critical condition; but the other engine cleaner, who went to the break handle, and tried to apply the break, does not appear to have been so much hurt. Of eight or nine passengers, three only are stated to have been injured.

The points at which the mineral truck above referred to was thrown off the line were under the charge of a boy, who states that he is 16 years of age, though he looks some years younger, and who receives 8s. a week for attending to the colliery siding, and to a level-crossing of a comparatively unimportant public road near it. They are used sometimes three times, but generally not more than twice a day, for down trains with loaded, and once a day for up trains with empty waggons, to and from the Cwm Colliery. They are kept locked when they are not in use, and are secured by a bolt through the switch and standard rail, a cotter through the end of the bolt, and a padlock through the cotter. The boy had unfastened them about 6.30 a.m., in order that the driver of the mineral engine might take the trucks forward at that time; but being unable to do so he promised to call for them on his next journey. The boy returned the bolt and the cotter to their places, and thus secured the points, after the engine had left him at 6.30; but he did not apply the padlock; and when the trucks were afterwards run out of the siding at 7.30, he forgot that they were so secured, and allowed the truck to run off the line. It is desirable that a more responsible pointsman should be placed in charge of this crossing and siding, and that a pair of safety switches should be added near the end of the siding. The safety switch and the siding points might be advantageously worked together with one lever, and be secured by one lock.

The engine driver and guard of the mineral train, having in their possession the telegraph pass for Aberbeeg, were clearly in the right in proceeding after their detention at the colliery siding towards that place; and no train ought to have been allowed to start from it for Victoria until their arrival. Before delivering the pass to them at Victoria, the station master there, who acts also as telegraph clerk between 6.30 and 8 every morning, communicated with Aberbeeg in the usual way. He called the attention of the clerk there, and said on his instrument, "Pilot is up, is the line clear;" he received the reply "Yes," and the letters of the private code; and he then issued the telegraph pass for the mineral (pilot) engine. The clerk at Aberbeeg was thus made aware at 20 minutes past 7 that the pilot engine was on its way towards him; and looking through the station window at 8 o'clock he saw an engine at the engine shed, 390 yards north of the station, at which the pilot would have stopped if it had arrived. The

engine which he saw had come from the branch to Blaina, but he not unnaturally concluded that it was from Victoria; and, without waiting for the pilot guard to give up his pass, he telegraphed to Victoria, "Pilot is down, is line clear." He received in reply, "Yes," and the letters of the private code. He said again "P. T. (passenger train) pilot will follow," and he received the letters of the private code for the pilot. He gave the passenger guard a telegraph pass for himself, another for the pilot guard, and a caution ticket (which became necessary) for the pilot driver. He intended that the passenger guard should throw the two latter out of his break carriage to the pilot guard and driver as he passed the engine shed, still believing, of course, that the pilot engine was there.

Not seeing the pilot engine in its usual place as he passed, the passenger guard called to the pointsman at the engine-shed to ask him where it was. The pointsman replied that "it was up (at Victoria) and had not been down." The guard did not hear what he said, but saw him point towards Victoria, and the passenger train proceeded without stopping until it met the mineral train.

This mode of starting a train—and a passenger train—without receiving a pass from the guard of the previous train in the opposite direction, and of sending passes to be thrown out at the engine shed was highly irregular, and was very likely to lead to serious results. It appears, as might be expected, that previous irregularities had not been unfrequent. The passes are habitually thrown out at Victoria, and exchanged at Abertillery (on the Blaina branch), while the mineral trains pass without stopping, when the line is clear; and they are sometimes blown away and lost altogether. This happens also at Aberbeeg when the telegraph clerk, from no fault of his own, is unable to leave his instrument to receive a pass from a train which passes him without stopping. The station master at Aberbeeg is also the superintendent of 14 miles of railway, between Abercarn, Nanty-Glo, and Ebbw Vale; and he cannot, of course, always be on the spot. It is, therefore left to the telegraph clerk at that station—a lad who will be 19 years of age on the 28th April next, and who receives 14s. a week for doing duty daily from 6 a.m. till 7.40 p.m., to regulate the working of the traffic on the single lines from Aberbeeg.

This is another instance, in addition to many that have gone before it, of the failure of a system of working by telegraph to ensure safety on a single line of railway. I should recommend the Company now to adopt the train-staff system in preference to it, as long as their lines are single, because that system has shown itself, after ample experience in all parts of the country, to be much more conducive to the public safety. If the traffic is too great to admit of its being satisfactorily worked, the Directors would do well to lay down a second line of rails.

I could not but observe, in walking over the single line, that the permanent way was in a very discreditable condition; and I think it right to take the opportunity of drawing attention to it, though its defects had nothing to do with the present accident. There were joint keys wholly or partly out; the through bolts by which the chairs were originally secured to the sleepers had lost their nuts, or had nuts on them which had become useless; and the rails and sleepers were far from being in good condition. It is particularly desirable on a line of this character, carrying a heavy traffic, and constructed with heavy gradients and sharp curves, that the joints of the rails should be fished, and that the fastenings at least should be maintained in a state of efficiency.

I have, &c.
(Signed) H. W. TYLER,
Capt. R.E.

*The Secretary to the
Board of Trade.*

SIR, *Newport (Mon.), 11th April 1864.*
SINCE I forwarded to you the report of the accident near Aberbeeg on the 17th of last month, the coroner's jury have returned a verdict of manslaughter against James Yendall, the telegraph clerk at Aberbeeg for causing the deaths of John Williams, engine driver, and William Worthen, cleaner,

I am, &c.
(Signed) GEO. HARRISON,
per J. Ross.
*The Secretary of the
Board of Trade, Whitehall.*

NORTH BRITISH RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 29th April 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the North British Railway Company, the enclosed copy of the report made by Capt. Rich. R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train near the Bridge of Earn Station on the North British Railway on the 21st ultimo.

*The Secretary of the
North British Railway
Company.*

I am, &c.
JAMES BOOTH.

SIR,

Board of Trade, 26th April, 1864.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 13th instant, I have inquired into the circumstances connected with the accident near the Bridge of Earn Station, on the North British Railway, which occurred on the afternoon of the 21st March 1864.

No persons are reported to have been injured.

A train consisting of engine and tender, guard's van, one third-class, one first-class, and one second-class carriage, coupled in the order given, left Edinburgh for Perth, at 1.10 p.m., on the 21st ultimo, it left the Bridge of Earn Station (which is about 4 miles from Perth) at 3.21 p.m., being one minute late. After proceeding about a mile, the driver felt a sudden jerk at the right side of his engine, and perceived that his tender and the whole train had left the rails, except the front wheels of the guard's van, which remained on. He shut off steam, reversed his engine and again put on steam, but the rails were wet and the wheels spun round. The guard applied his break, and the train was brought to a stand, about 120 yards from the place, where it left the rails. The whole of the vehicles remained on their wheels, standing partly in the 6 ft. and partly between the rails of the down line. The signalman at Hilton Junction (which is about half a mile beyond the spot where the accident happened) telegraphed to Perth for a train, and the passengers were taken on about half an hour afterwards.

On examining the place where the train got off, a piece about 18 inches long was found broken off the end of the inner rail, the joint chair and intermediate chair next to the broken piece of the rail were found broken, but the other portion of the broken rail

remained in its place. About 120 other chairs were broken.

From the indentation at the broken end of the rail and the lurch felt by the engine driver when passing over the spot, I think that the joint chair and the rail were broken by a preceding train, and that the rail which appeared a good one was broken in consequence of the joint chair having first given way. The rail inserted in the place of the broken one appears in a much worse condition than the one that broke, and I suggested its removal. The down line between Bridge of Earn Station and Hilton Junction is in a worse condition than the up line. The permanent way consists of a single headed rail, weighing 75 lbs. per lineal yard, in lengths of 15 and 16 feet. It is fixed with wooden keys in joint chairs weighing 34 lbs. each, and intermediate chairs which weigh 28 lbs. each. The chairs are spiked to sleepers laid transversely, about 3 feet apart, those next the joints being 27 inches apart. The rails are not fished. The company are relaying part of their line, which was originally laid down in 1847.

The line at the place where the accident happened

is nearly level, and on a curve to the right of 40 chains radius.

The train is stated to have been travelling about 22 miles per hour.

The engine that drew the train is a passenger engine, with 15 in. cylinders and 21 in. stroke.

Its leading wheels are 3 ft. 6 in. diameter, and carry about 9 tons; driving wheels 6 ft. in diameter, and carry about 10 tons; trailing wheels, 3 ft. 6 in. in diameter, and carry about 4 tons.

The distance from the centre of leading to centre of trailing wheel is 13 ft. 6 in. It has been running about 3½ years, and was thoroughly repaired about 4 months since. A piece about 8 in. was broken off the right side guard of the engine. Two springs of the tender and the left side front buffer of the van were broken. The other carriages were not injured.

I have, &c.

F. H. RICH,
Capt. R.E.

To The Secretary
Railway Department,
Board of Trade.

SCOTTISH NORTH-EASTERN RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 4th May 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Scottish North-eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the accident which occurred to a passenger train on the Scottish North-eastern Railway on the 15th March.

I am, &c.

JAMES BOOTH.

The Secretary to the
Scottish North-eastern
Railway Company.

Railway Department, Board of Trade,
27th April 1864.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your instructions of the 13th instant, I have inquired into the circumstances connected with the accident that occurred between Stonehaven and Drumlithie Stations, on the Scottish North-eastern Railway, on the 15th March 1864. The date (22nd March) given in the Company's return is a clerical error.

The mail train, which consisted of an engine and tender, guard's van, a composite, a first class, another composite, a second-class carriage, and a guard's van, coupled in the order given, started from Aberdeen at 4.15 p.m. on the 15th ultimo. It left Stonehaven at 4.49 p.m., being one minute late, and proceeded at its ordinary speed till it reached a point just beyond New Mills, where there are some goods sidings.

Immediately after passing New Mills, the engine and the whole train left the rails. It was brought to a stand about 120 yards further on. I was informed that no persons were injured.

New Mills goods depot is about 1½ miles north of Drumlithie. The line rises towards the latter station 1 in 873, and is on a curve, in part 42 chains and in part 36 chains, for about a mile and a half.

The permanent way is of a light description. It consists of a double-headed rail, in lengths of 15 feet, and weighs 65 lbs. per yard lineal. It is keyed with wooden keys in joint chairs which weigh 30 lbs. each, and intermediate chairs which weigh 28 lbs. each. The rail is not fished. It was laid in 1846. The

rails are much worn, and most of them have been turned. The chairs are fastened to cross sleepers, with wooden trenails, except where renewals have taken place, where a spike is inserted inside the trenail. A few hollow wrought-iron spikes have also been driven in here and there.

I was unable to see the length of the rail which was bent and taken out of the road where the first disturbance of the permanent way took place.

The superintendent of permanent way, who arrived on the spot about an hour after the accident, considered that the leading wheels of the engine jumped off on the off side, immediately after passing a joint, in consequence of the latter being defective, and that the driving wheels crossed the rail about its centre, where he states there was a mark.

The foreman of platelayers, who came to the place shortly after the accident, states that the whole of this first rail was bent outwards; that one joint chair, and all the intermediate chairs, except one, were broken; that all the fastenings of these chairs had given way, but that the rail still remained in its place at both ends; and he considers that the engine did not get on the ballast till it passed this first length of rail. Three lengths of rail in front of it were torn out of their places, and the chairs and fastenings were broken. The engine, after leaving the rails, ran for a short distance with her off wheels in the 6 ft. and her near wheels between the rails of the up line. She then bore to the right across the down road, one rail of which she cut through in crossing it. The whole train followed the engine, which ran forward about 120 yards from the point where it first left the rails. When stopped, the off wheels of the engine and tender stood in the down line, and the near wheels in the 6 ft. The leading near spring, the tool box, and one feed pipe of the engine, and the off spring and buffer of the tender, were broken. The flanges of the engine wheels were somewhat injured. The tender got unhooked from the guard's van next to it, the off-side coupling only having broken. The guard's van stood about 10 yards behind, partly on the up road, and partly in the 6 ft. The leading buffers and end panel were broken. It remained coupled to the composite carriage next to it by the near-side chains. The composite carriage was turned right across the up line, the hind part projected over the bank, and the side was broken in. The remaining three carriages and guard's van stood zigzag, with their off wheels between the rails of the up line, and their near wheels

next the edge of the bank. They all remained coupled together.

The engine that drew the train is a passenger engine, with 16-in. cylinders and 20-in. stroke. The leading wheels are—

3 ft. 9 in. diam. and carry about $7\frac{1}{2}$ tons:

The driving wheels	} 7 " 1 "	10 $\frac{1}{2}$ "
Trailing do. -	4 " 6 "	5 $\frac{1}{2}$ "

The distance from centre of leading to centre of trailing wheels is 14 ft. 7 in. She began to work in May 1862, and left the shops, after having her leading wheels re-tired, on the 4th March 1864. She is reported to have been in very good order.

The Scottish North-eastern Railway Company are renewing the permanent way on their line, taking the

curves and worst portions first. The accident appears to have been caused by the defective state of the permanent way; either by the trenail fastenings giving way, and the bursting of the road, or by a defective joint; but I am inclined to attribute it to the fastenings, which would be the more severely tried from the rail being short and weak.

The permanent way on this part of the Scottish North-eastern Railway is quite worn out, and I would urge its renewal as soon as possible.

I am, &c.

F. H. RICH,

Capt. R. E.

*The Secretary of the
Railway Department,
Board of Trade.*

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R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of April, May, and June,

1864.

(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1864.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

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GREAT WESTERN RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 27th June, 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred near the Pershore Station of the Great Western Railway on the 7th April last.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.*

SIR,

Aberystwith, 22d June 1864.

IN compliance with the instructions contained in your minute of the 25th April, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 7th April near Pershore on the Great Western Railway.

The 6.15 a.m. express passenger train from Dudley to Oxford left Worcester at 7.17, two minutes late, on the day in question, consisting of an engine (No. 214) and tender, three carriages, and two break vans; one in front of and the other behind the carriages. As it was proceeding at 35 miles an hour, within three quarters of a mile of the Pershore Station, the engine-driver suddenly felt his engine oscillating, and perceived that it was off the rails. The line was straight and on an embankment 10 or 12 feet high, and the gradient was rising 1 in 390 towards Pershore. The wheels of the engine mounted the left rail, and after running for 83 yards along the ballast and sleepers, it turned down the slope of the embankment, and came to a stand 30 yards further forward in a corn field at the side of the line. The other vehicles were swung round and thrown off the rails to the right (as the engine and tender went to the left), the tender coupling having given way, and were found in the following positions:—The front (dummy) van was on its side, partly across both lines; the carriage next to it had reared upon it with its leading wheels; the second carriage stood on its wheels in the ballast, with its buffers through the body of the first, and the third carriage and hind-van were behind them in similar positions.

The tender had a hole knocked in it by the dummy-van, and that van was much damaged as well as two of the carriages.

The engine-driver and fireman remained on their engine, which was travelling funnel first, and were slightly injured by coal falling forward upon them from the tender. The guard, who rode in the hind van, knew nothing of what occurred, except that he suddenly received a blow on the head as he was stooping to pick up a letter. He lost consciousness for a few minutes, and afterwards found that he was lying at the bottom of his van, which had come to a stand in the ballast. Only 2 passengers, out of 18 who were in the train, have complained of injury,—one from a broken arm and the other from being shaken and having his arm also injured.

The engine appears to have been travelling steadily until it suddenly left the rails, and to have been in good order in all respects. The life-guard from the right side was knocked off by striking against something after the engine left the rails, and was after-

wards picked up 12 or 14 yards in advance of the spot at which the wheels mounted, the screws by which it was attached having been shorn in two, evidently with great violence. The wheels were gauged when the engine returned to Worcester on the same day, and were found to be all right, as well as the springs, axle boxes, and other parts; and the engine was, after being cleaned, sent to work again immediately. It continued to work without alteration for nearly two months, until the leading wheels were changed in consequence of the flanges having become sharp. The centre of gravity in this engine was rather high, and the weight upon the right was considerably greater than that upon the left wheels; but there was nothing else about it to account for its thus leaving the line; and, indeed, it is stated to have been travelling more slowly than usual at that spot and with that train on that particular occasion.

I enclose a diagram of the engine, with dimensions marked upon it. It will be observed that the driving wheels are 6 ft. 6 in. and the other wheels 3 ft. 6 in. in diameter, and that the wheel-base is 7 ft. 3 in. between the leading and driving, as well as between the driving and trailing wheels. The weights on the wheels were as follows, viz.:—

	Leading. Tons cwt. qrs.	Driving. Tons cwt. qrs.	Trailing. Tons cwt. qrs.
Right	4 12 0	5 11 0	3 7 2
Left	5 3 2	4 9 0	3 1 0
	9 15 2	10 0 0	6 8 2
Total.			
	Tons cwt. qrs.		
Right	-	13 10 2	
Left	-	12 13 2	
		26 4 0	

There was therefore 17 cwt. more weight on the right than on the left wheels altogether, and 1 ton 2 cwt. more on the right than on the left driving wheel.

The permanent way was laid with bridge rails of different sections, some weighing 63 and others 66 lbs. to the lineal yard, which were secured partly by fang bolts and partly by wood screws to longitudinal sleepers 14 in. by 7 in. and 12 in. by 10 in., with transoms 11 feet apart. The gauge was good, and neither rails, sleepers, nor fastenings were disturbed at the point where the engine first left the rails; but the line was lifted for 15 or 20 yards behind that point shortly after the accident, as it was found to be rather low. The permanent way is, I believe, 10 or 11 years old; portions of it have been renewed, and other portions are now in want of renewal. The line was not in good adjustment when I visited it, and it appears that it is a difficult portion of line to maintain, in consequence of the character of the ground. A ganger and four platelayers are regularly employed upon it for a length of three miles.

I have not been able to ascertain that there were any other causes for this accident than longitudinal irregularity in the level of the rails and preponderance of weight on the right wheels of the engine, and I can come to no other conclusion than that these two defects have combined to produce it.

I have, &c.

H. W. TYLER,

Capt. R. E.

*The Secretary of the
Railway Department,
Board of Trade.*

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 25th June 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company [Midland Railway Company], the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 8th April, between a passenger train of the Great Western Railway Company and a portion of a goods train belonging to the Midland Railway Company, on the Great Western line, at the Droitwich junction.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Western Railway
Company.*

*The Secretary of the
Midland Railway
Company.*

*Board of Trade
(Railway Department),
Whitehall, 16th June 1864.*

SIR,

IN compliance with the instructions contained in your minute of the 25th April, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision which occurred on the 8th April, between a passenger train of the Great Western Railway Company and some waggons in a goods train of the Midland Railway Company, near Droitwich.

The Droitwich junction, at which the line from Birmingham *via* Stoke joins the main line from Wolverhampton to Worcester, is in charge of the Great Western Company; and the Midland trains pass over it in going to and from Worcester. It is 150 yards to the north of the Droitwich station. There is a goods shed on the opposite side of the line to the junction stage, and there are goods sidings on both sides of the line. Seventy-four trains pass daily.

On the evening in question, the 7.10 p.m. train left Wolverhampton a few minutes late, and approached the Droitwich junction at 8.32, five minutes late, consisting of an engine and tender, six carriages, and a break-van. The distant signal from the junction was at danger, and the engine-driver slackened his speed to 6 or 7 miles an hour. After the signal was lowered for him to pass, he proceeded forward till he saw a light from a goods engine on the Stoke line. He observed that it was moving towards the junction, either along the main line or into a siding; but he could not tell which; and he directed his fireman to apply the tender break. Seeing the engine come to a stand, he told the fireman to take the break off again when he was about 100 yards from the junction; but seeing afterwards a red light from the signalman's hand lamp, he shouted to him to apply it once more. He also tried to reverse his engine, but could only partially do so before it struck a goods waggon. He was going 5 or 6 miles an hour according to his own account, and 6 or 7 according to that of the signalman, when the collision occurred. His engine was thrown off the rails, to the right, towards the west main line, and the waggon that it struck was thrown in the opposite direction. It was so dark that he did not see the goods waggon until he struck it.

The buffer-plank of the engine was broken, and two goods waggons were damaged; but none of the passenger carriages left the rails; and only one gentleman has complained of injury.

The goods train had left Worcester for Birmingham at 8.10 p.m., consisting of an engine and tender, 35 waggons, and a break-van. The guard heard from the signalman on reaching the Droitwich junction that there were three waggons for him to take on in a siding on the east side of the line. He therefore

brought his train to a stand on the south of the junction, and having received permission from the signalman, he unhooked four waggons with the engine from the remainder; took them forward past the junction on the Stoke line; and pushed them back from that line into the siding. The three waggons that were to be taken forward having been attached, as well as three others that were in front of them, to the four with the engine, they were all brought out of the siding, and pushed back (past the junction) against the remainder of the train on the main line. The three waggons were then left with the train while the engine went forward again to the Stoke line with seven waggons, intending to leave three of them which were for Droitwich in the siding, and to return with the other four to the train. He cleared the junction, and the points leading from the Stoke line to the sidings, 128 yards beyond it, which were held by the guard. It was very dark. He received a signal from the guard's hand-lamp, that all was right for him to set back again to the siding. But after he had pushed the waggons for a short distance, he saw something strike fire, and he did his best to pull up. He saw the passenger train approaching, and had brought his waggons to a stand before it arrived; but the three foremost waggons (as he was pushing them) had left the rails on the curve which leads from the Stoke line to the siding, and one of them had fouled the east main line from Wolverhampton, near the junction, just as the passenger train was approaching; and the engine of that train came into collision with the waggons as I have described.

The tender of the goods engine stood with one pair of wheels on the points leading to the siding; five of the waggons stood on the rails of the siding; and the other two waggons had left the rails; but none of their wheels had gone outside of the west line to Stoke, towards the Wolverhampton line.

The radius of the curve in question was about 9 chains, and the superelevation of the outer rail varied from $\frac{3}{4}$ " at the crossing to $1\frac{5}{8}$ ". The points which lead from the Stoke line to the siding appear to have been properly held by the guard as the waggons passed over them, and the wheels of the waggons to have mounted the outer rail of the curve between those points and the crossing which is 28 yards from them. The signalman had lowered the signals for the passenger train under the belief that the goods waggons were going all right into the siding. The passenger driver evidently approached the junction with caution, and was travelling at very moderate speed when he struck the goods waggons.

It is an objectionable practice to allow waggons to be thus backed into the sidings at a time when a passenger train is passing, especially through a pair of points which are out of the control of the signalman. I recommend that these points, or others in place of them nearer to the junction-stage, be now connected with that stage; and that a complete locking apparatus be applied at this junction, with cover for the signalman and machinery; all points connected with the main lines being worked by the signalman, and the different points and signals being so locked that the signalman may not have it in his power to make any mistake which shall lead to a collision.

It is desirable also that telegraphic communication, which is employed at present towards Worcester only, should be extended in each direction from the junction—the existing break in telegraph-working between Kidderminster and Droitwich being filled up; and that speaking instruments as well as train instruments should be supplied; as well as that portions of the permanent way from the junction towards Stoke should be renewed.

I have the honour to be, Sir,

Your obedient servant,

*The Secretary to the
Board of Trade, Whitehall.*

H. W. TYLER,
Captain R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 6th June 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident that occurred to a passenger train near the Castleford Station on the 5th April last.

The Secretary to the
Lancashire and Yorkshire
Railway Company.

I am, &c.

JAMES BOOTH.

Hampton Court,
31st May 1864.

SIR,

IN compliance with the instructions contained in your minute of the 14th ultimo, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th ultimo, near the Castleford station of the Lancashire and Yorkshire Railway.

This station is about four miles to the north-west of Pontefract, on the line from Knottingley to Leeds. There was a horse fair at Doncaster on the day in question, and the passenger train, which should have reached Knottingley from that place at 3:53 p.m. did not arrive until 4:24, in consequence of delay in attaching extra horse-boxes. The train, therefore, which left Goole at 3:15, and reached Knottingley at 3:55, had to wait at Knottingley till 4:34, and then started, 29 minutes late, for Pontefract. It left Pontefract again at 4:40 by Doncaster time, or 4:42 by Knottingley time, instead of 4:10.

It consisted of an engine and tender, a break-van, and three passenger carriages. The engine-driver proceeded towards Castleford, the first station at which he was due to stop on his way to Leeds, at a speed of 30 to 35 miles an hour by his own account, or of 40 to 50 miles an hour according to the evidence of the guard. He was travelling along a straight line, and on a gradient falling 1 in 876 towards Leeds. Soon after passing the Carr Lane level crossing, he found that his engine was off the rails. He shut off his steam, and told his fireman to apply the tender break. He felt his engine jolting over the sleepers, and crossing both lines of rails; but he remembered nothing more until he found himself afterwards in a room at the Pontefract station.

The guard was standing up in his break-van, which was provided with an elevated window, and was steadying himself by his break handle as he looked out of that window towards the front. He saw the engine, which had previously been going very steadily, give a jump—as he describes it—a few yards before it reached the Carr Lane crossing; and this appeared to him to cause it to oscillate for a short distance, until it broke away, and left the rails.

On a subsequent inspection of the spot, by the officers and servants of the company, it appeared that a joint-chair, and two other chairs, one on each side of it, had been pushed outwards on the sleepers a few yards on the Pontefract side of the level crossing;—that the road was undisturbed for 55 yards forward from that point;—that a rail was then thrown out of the line to the extent of from 6 to 12 inches on the left, and the opposite rail, according to one witness, was pushed slightly outwards on the right;—and that the line was then torn up for 110 yards forward.

The engine and tender had passed the first point of disturbance without leaving the rails, but had been thrown off the line, as well as the carriages and van,

at the second point where the rail was thrown out to the left. After running for 110 yards over the sleepers and ballast on the left of the line, they diverged to the right. The engine turned completely over and half round, in crossing both lines of rails; and it came to a stand on its wheels on the north slope of the embankment, 11 feet high, which occurs at this part of the line. It was found lying with its buffer plank in the hedge at the foot of the slope, and nearly at right angles to the hedge. The tank was knocked off the tender and was very much damaged. The framing of the tender lay, wheels uppermost, behind the engine, and nearly at the top of the slope. The break van stood across the rails, much broken, with the elevated portion detached from it. The carriages stood on their wheels on the slope, on the left of the line on which they had been travelling.

The engine-driver escaped with some severe bruises; but the fireman, unfortunately, had both his legs broken, and lies in a precarious state; and the guard had one rib fractured and three displaced. Of the passengers, one is suffering from a broken thigh, and others must, no doubt, have been much injured.

The engine, No. 87, was a *single* engine, with driving wheels 5 ft. 6 in. in diameter, and *outside* cylinders, 15 in. diameter, with a stroke of 21 in. The driving wheels carried 10 tons; the leading wheels, 3 ft. 6 in. in diameter, carried 8 tons; and the trailing wheels, also 3 ft. 6 in. in diameter, carried 5 tons. The driving and leading axles were 5 ft. 2 in., and the driving and trailing axles 7 ft. 10 in. asunder. It was found after the accident that the funnel was bent back upon the boiler; that the dome and safety-valves were bent, and one safety-valve was blown away; that the top plate of the left leading spring was broken; that the hind spring, which rested on the trailing axle transversely to the engine, was broken to pieces; and that the trailing axle was bent near the centre, about a quarter of an inch out of the straight line. The engine-driver perceived nothing amiss with the engine until it left the rails, and these several items of damage appear to have been received, and may well have been received, in running across the sleepers, in turning over, and in falling down the slope of the embankment.

The permanent way is laid with rails of the **I** section, 15 ft. long, and weighing 80 lbs. to the lineal yard. The joints of the rails are not fished. The chairs, of cast-iron, weigh 39 lbs. each, and contain 3 holes for trenails, by which they are fastened to transverse sleepers. The sleepers are 2 ft. 6 in. apart from centre to centre. This line is upwards of 14 years old, and the portion of it which I walked over on the 20th instant, about a mile long, between Castleford station and the site of the accident, was in bad condition. Many of the sleepers wanted renewal. A large proportion of the chairs were insecurely fastened to the sleepers. The trenails were frequently useless, sometimes from decay, and sometimes from fracture. Some chairs had no fastening in any one of their three trenail holes, and some trenails which appeared at first sight to be sound, were broken at the bottom of the chair, and could be drawn out with the finger and thumb. New trenails had been inserted in places, many of them subsequently to the accident; and iron spikes had been inserted here and there; but no care had been taken generally to provide ferules or other means of compensating for the difference in diameter between the iron spikes and the trenail holes. The line was, indeed, much in the same state as I have seen many other lines on which wooden fastenings have been employed; and was quite in a condition in which an accident of this description might be anticipated.

There can be no doubt as to the cause of the accident. The *outside* cylinder engine, not of the

steadiest class, was travelling at high speed, though not so as to cause any risk apparently of bursting a sound permanent way. It came upon a weak portion of the road before it reached the Carr Lane level crossing, where the fastenings of three chairs gave way. It thus acquired some additional oscillation, and it reached, 55 yards further in advance, another weak portion of line, before it recovered itself. The fastenings again gave way; the engine and the whole train left the rails; and the results followed which I above described.

This is a class of accident on which I have of late years had very frequently to report. By far the greater number of accidents that have arisen from defects of permanent way have been caused, as in this case, by the failure of trenail fastenings; and

accidents will no doubt continue to occur from the same cause as long as this description of fastening is allowed to remain, particularly in old roads. I would take this opportunity of strongly recommending the Directors of the Lancashire and Yorkshire Railway Company to cause an iron spike to be inserted in every trenail that now remains on their line; and it is most important that the same measures should be adopted on all other lines in the kingdom on which trenail fastenings still continue to be employed.

I have, &c.

H. W. TYLER,
Capt. R.E.

To The Secretary
Railway Department,
Board of Trade.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 12th July 1864.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you to be laid before the directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the collision which occurred at the Bamber Bridge station on the 21st ultimo.

I am, &c.

JAMES BOOTH.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

SIR,

Chester, 6th July 1864.

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 21st ultimo, near Bamber Bridge, on the Lancashire and Yorkshire Railway.

This station is a few miles to the south of Preston, and a quarter of a mile to the east of the Bamber Bridge Junction, at which the lines from Liverpool and Blackburn meet.

As the 4.5 p.m. passenger train from Preston to Blackburn was approaching it in due course, about 4.20 on the afternoon in question, the engine-driver suddenly saw a goods engine which had been shunting on the down line cross over towards the up line, on which he was travelling. The passenger train consisted of an engine and tender, two first-class and two second-class carriages, and two break vans, in charge of two guards. Each carriage was provided with a break, there having been two sets of Newall's continuous breaks in the train. It was drawing up to stop at the station, and was proceeding at a speed of about 10 miles an hour, when the goods engine thus approached it along a cross-over road the furthest extremity of which is 120 yards from the station platforms.

The two engines met with some degree of violence, and the goods engine was thrown off the rails, though not clear of the up line. The sides of the four first carriages of the passenger train struck it in succession, and these carriages were also thrown off the rails, and were more or less damaged, a pair of wheels having been forced from under one of them. Only two passengers appear fortunately to have suffered from the effects of the collision.

The coal train to which the goods engine had been attached left Ormskirk punctually at 2.55 for Bamber Bridge and intermediate stations, and reached Bamber Bridge about 4.20, consisting of an engine and tender, five loaded waggons, and a break-van. The engine was

intended, after depositing the loaded waggons in the goods yard, to return with empty waggons to Ormskirk.

As soon as this train reached Bamber Bridge, it was shunted from the up to the down line, along the cross-over road previously referred to. The goods sidings, three in number, are all on the south or down side, and are connected with the down line by a pair of points about 40 yards further from the station than the points leading to the cross-over road, and with each other by two other pairs of points on the station side of the main line points. The loaded waggons were ultimately to be placed in No. 3 siding, furthest from the main lines; but they could not be turned at once into that siding, because it was occupied by the empty waggons which were to return to Ormskirk; and the guard determined, therefore, to turn them first into No. 1 siding, nearest to the main line. As the most convenient mode of effecting this, and of disengaging the engine from the front of the waggons, he adopted the operation called fly-shunting. He caused the engine to run at sufficient speed towards the points leading to the siding (which now became facing points), and therefore, also, towards those of the cross-over road; and, sitting at the back of the tender, he uncoupled the waggons from it by hand, as the engine driver shut off steam, and the engine temporarily slackened speed, at the proper moment. The engine-driver then turned on his steam again, and a goods porter, who stood at the siding points, after allowing the engine to run through on the down line, turned the waggons into the sidings; and the guard himself, jumping down from the tender, and running across in front of the waggons, turned them as they passed him through the proper points into the front siding.

The goods engine would thus have passed the cross-over road points safely, and would have proceeded along the down line without getting in the way of the passenger train, if it had not been for the interference of a foreman platelayer who happened to be standing close to the lever by which those points were worked. This man had been putting in a new crossing, and had just completed his work. He was about to leave the spot to go over his "own length," which was on the other side of the Preston Junction, when he heard, or believes that he heard, some one say, "Turn them across." He has no idea from whom this instruction came, but he pushed the lever of the cross-over road points over, and turned the goods engine across to the up line as the passenger train was approaching; and he thus caused the collision which I have described. He was not aware that the passenger train was coming up, and the goods engine and coal waggons, which were between him and that train, would no doubt have obscured it from his view.

There is no doubt that this foreman platelayer, Jeremiah Hodgson, who had been for 18 years on the same section of railway, and was for 12 years pre-

viously on the line between Bolton and Leigh, acted with the best intentions; and it appears that he must in some way have misunderstood what was said by the goods guard to another platelayer, Culshaw. Culshaw had seized another pair of points as the coal waggons approached him, which led into the *back* or No. 3 siding, because he believed that to be the proper siding for the waggons. The guard shouted to him to let go of those points, as he wanted the waggons to go into the front road; and Hodgson thereupon turned the goods engine across towards the up line. The guard imagined that Hodgson had mistaken the cross-over road points for the points leading to the front siding; but Hodgson asserts positively that he purposely turned the engine across in carrying out an instruction to that effect which he believed himself to have received.

This accident then was the immediate result of a pure mistake. But it was also the result of an unsafe mode of working, carried on in direct disobedience to a special order of the Company. I enclose copy of a printed notice which was addressed in February 1859, and which is stated to have been since re-issued, to "station-masters, engine-drivers, goods-guards, and others." In that notice the practice of making "flying shunts" by suddenly detaching the engine from the waggons, and turning the engine upon one line and the waggons upon another while all are in

motion, is stated, as will be observed, to be "attended with very great risk to life and property," and it is not to "be allowed under any circumstances." It is also added that any person disobeying that order, "will subject himself to severe punishment." That order could hardly be made stronger, or be more plainly expressed, but the system so forbidden has nevertheless been commonly carried on at the Bamber Bridge Station.

It is desirable, not only that fly-shunting should be given up, but also that no shunting at all should be carried on upon the down line while a train is due or approaching on the up line, as long as the points leading to the cross-over road are in their present position; and unnecessary delay might be prevented by the use of the electric telegraph. That auxiliary to safety has not yet been supplied at Bamber Bridge any more than main (or platform) signals. The passenger platforms, too, are low and narrow, and the station accommodation is altogether of a very inferior description.

I am glad to learn that the Company contemplate a very considerable expenditure with a view to its improvement.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Board of Trade,
Whitehall.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 9th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the directors of the London and North-Western Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at Muspratt Sidings, near Runcorn Gap, on the 27th May last.

I am, &c.

*The Secretary of the
London and North-Western
Railway Company.* JAMES BOOTH.

*Edinburgh Hotel,
Edinburgh, 27th June, 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your instructions of the 11th inst., I have inquired into the circumstances that attended the collision that occurred on the 27th ultimo at Muspratt Sidings, near Runcorn Gap, on the London and North-Western Railway.

The 10.30 a.m. goods train, consisting of an engine, tender, and 25 waggons, left Garston for Manchester about 35 minutes late. She arrived at Muspratt sidings at 11.45 a.m. instead of 11.10 a.m., the time appointed, and was brought to a stand, the last waggon of the train being near the junction distant signal for the down line, adjacent to the Muspratt signalman's box. The signalman, whose duty it was to attend the signals and points for the sidings, was absent from his post. Ten waggons had to be taken out of the sidings, and others shunted. The breaksman of the goods train, after unhooking the engine and some of the waggons, desired the driver to go ahead. He and the fireman held the points for the driver to go into the sidings. The shunting occupied about 40 minutes, and there appears to have been some delay in this work, in consequence of the absence of the signalman and the breaksman not being pleased at having to do the signalman's work. The sidings are protected by an ordinary distant signal to the eastward and by the signals of Widnes Junction to the westward. Widnes

Junction is about 200 yards from the sidings, and the signalman at the sidings communicates with the man at the junction by means of a bell with tell-tale attached.

The lever handle of the bell is inside the signalman's box at the sidings and the bell and tell-tale are inside the junction box at Widnes, so that the signalman at the sidings cannot be certain that the bell has rung, or if rung that the junction man has taken note of it.

When the goods train pulled up at Muspratt sidings on the 27th ultimo, no bell was rung, as the signalman was absent, and the breaksman of the train, who should have done it when he found the signalman away, states, that he did not understand how to work it, but he admits that he knew that the bell was worked inside the signalman's box, and he has been acting as breaksman on that part of the line for eight months.

It appears, moreover, that he remained for about 15 minutes after the goods train had stopped doing nothing, and took no measures of any kind to protect his train, although Widnes Junction box was within 200 yards.

It is doubtful whether the signalman at Widnes Junction could see the tail of the goods train in the position she stood on the down line. Isaac Jones, who was on duty at the junction, is a servant of the St. Helen's Railway Company, has been 12 years in their employment, and appears a good man. He states that some high waggons were on the siding adjacent to the goods train, which intercepted the view from his box, particularly as the last waggon of the goods train was a low goods waggon with a break, and not the ordinary guard's van, but he was aware that the goods train was timed to stop at the sidings, and though he stated that it did not always do so, it appears that it has only passed twice without stopping during the last year, and that the driver was reported in both instances for so doing. It appears to me that when he found that the ordinary bell signal was not given on the arrival of the goods train, he should have satisfied himself that she was not standing on the down line as usual.

If he could not do this from the outer edge of his platform, he could easily do so by stepping down on the line, and he had a lad in his box to assist him,

BOILER OF N° 897 ENGINE.

Which exploded at "Overton" on the 30th May 1864.

Scale $\frac{1}{4}$ inch = 1 Foot

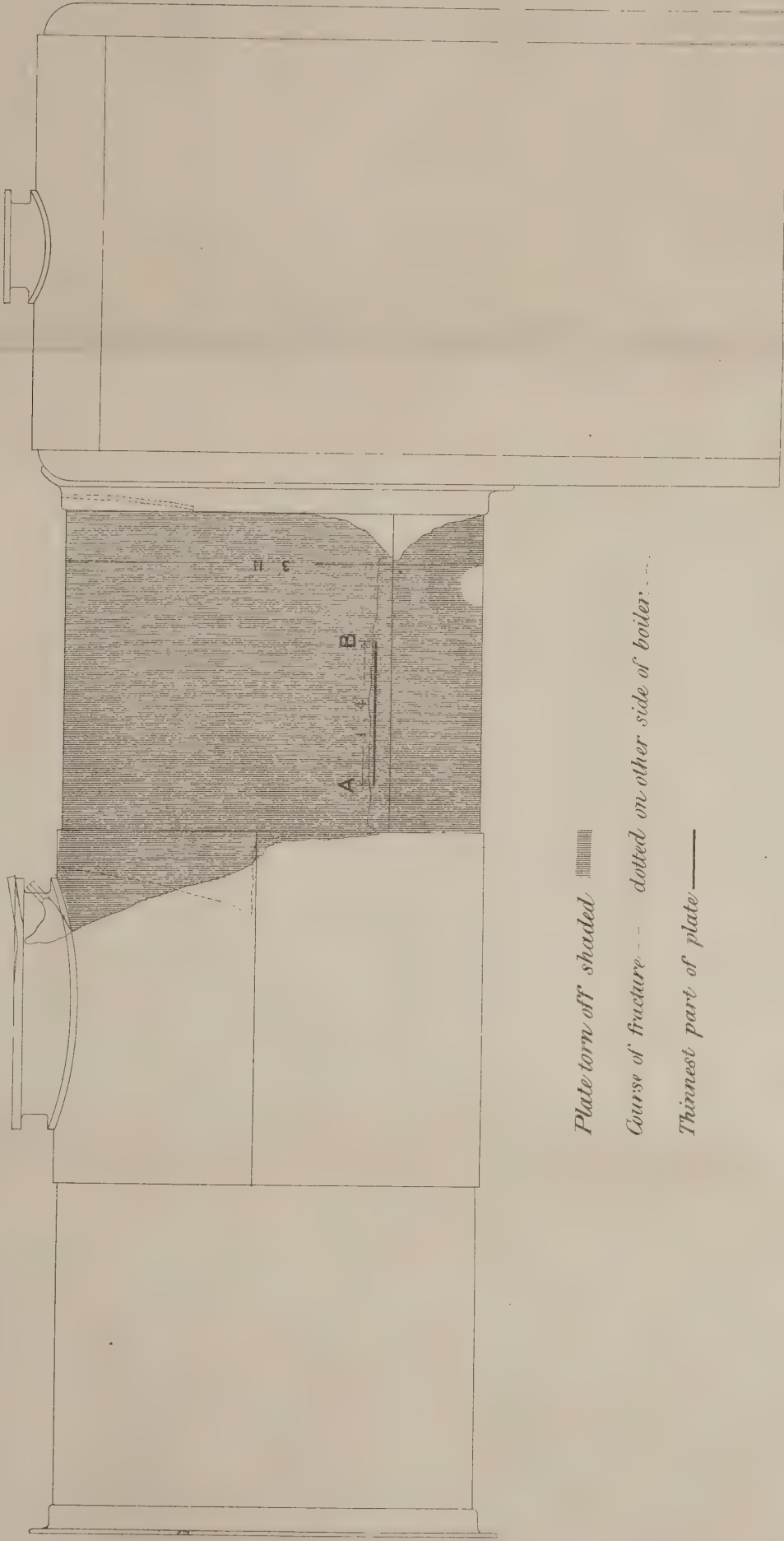


Plate torn off shaded

Course of fracture - - dotted on other side of boiler

Thinnest part of plate —

whom he might have directed to look out and see whether the goods train had left. His duty was to see that the line was clear before lowering the junction signal for a train to pass, but he took off the signal on hearing three whistles from the passenger train, timed to leave Liverpool for Manchester at 11.35 a.m., which arrived at Runcorn Gap about 12.15 p.m. and passed Widnes Junction about the proper time. As the passenger train, which consisted of a tank engine, guard's break-van, two first-class, one second, and two third-class carriages, coupled in the order given, passed the junction box, the bell showing that the line was blocked, was rung. The junction man desired his assistant to give the stop signal with his hands to the driver, but the driver, though he perceived the boy lowering his hands, states that he did not know the boy, and did not understand his signal to stop. He did not see that the goods train was standing on the line he was travelling on till he had got half way from the junction box to where the tail of the goods train was; he then reversed, put on steam, the fireman applied the break and so did the guard, but he could not pull up, and the goods train, which was almost ready to start, was run into, at the rate of 8 or 10 miles per hour. The two front buffers of the engine and the fronts of the two third-class carriages at the tail of the train were broken; six third-class passengers and two ladies in the second-class carriages are reported

to have been injured, but not seriously. The shock to the passengers would, in all probability, have been less if the break had been at the tail instead of the front of the train. The four last waggons of the goods train were broken.

The accident was caused by the neglect of duty of the signalman at Muspratt siding, who was absent from his post, and the neglect of duty of the breaksmen of the goods train, who took no measures to protect his train during the 40 minutes that it remained standing on the down line. Both these men have been discharged from the company's service. The punishment appears very slight, considering their offence.

It would appear desirable that an outside arm should be attached to the bell at the junction box to indicate to the signalman ringing it that it had acted, and that a signal from the junction man acknowledging the bell signal should be arranged.

The situation of the junction box might be improved, so as to command the sidings and the signals and points connected. The junction at present belongs to the St. Helen's Railway Company, but I understand that it will shortly come under the control of the London and North-Western Railway Company.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 30th May last, from the explosion of the boiler of a locomotive engine at the Overton Station.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and North-Western
Railway Company.*

SIR,

No. 1, Whitehall, 30th June, 1864.

IN compliance with the instructions contained in your minute of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 30th May, at the Overton Station of the London and North-Western Railway, in consequence of the bursting of the boiler of a locomotive engine.

The 11.55 fast passenger train from Peterborough to Northampton and London left the former station one minute late on the day in question, consisting of an engine (No. 897) and tender, and five carriages, of which two were break-carriages. It was not timed to stop at Overton, the first station, 3 miles from Peterborough, but was specially ordered to do so on this occasion, to set down a pleasure party of 40 passengers. It was in the act of stopping, but had hardly come to a stand at the passenger platform, when the boiler of the engine exploded. The engine driver, who was standing on the left of the foot-plate, and was about to look towards the guard, was blown back into the tender, and was so much shaken and bruised as to be kept off work for a fortnight. The fireman, who was on the lower step, getting down from the right of the engine, held fast and escaped with little more than a thorough wetting, and was at work again the next

day. There were about 100 passengers in the train, but fortunately none of them were injured.

An open shed on the right of the engine was blown back into the hedge behind it, and the booking office on the left was damaged, the ceiling having been blown down and the window broken. The rails were uninjured, but the ballast, which was light, was blown away from under the engine.

The engine-driver had come on duty at 5.30 a.m., and had left Peterborough at 6.40 for Blisworth. He returned with the 9.30 passenger train from Northampton, and reached Peterborough at 11.20. He left Peterborough again at 11.55, and was stopping at Overton on that trip when the explosion occurred. The fire-door was open, and the engine was not blowing off at the safety valves, nor had it been doing so for some time before. The pressure in the boiler was rather less than 100 lbs. to the square inch, up to which the engine was worked. There were 3 inches of water in the gauge-glass. No leak had been noticed in the boiler. And everything about the engine is stated to have been apparently in good working order.

This engine, No. 897 on the books at Wolverton, was previously No. 297, and had formerly worked as the "Dudley" on the South Staffordshire Railway. It was built by Mr Fairbairn of Manchester, and delivered by him to the South Staffordshire Company in February 1849. After having been first repaired at the Crewe Works, it was transferred to the southern division of the London and North-Western Railway in 1856; and it has since been repaired at Wolverton, and has worked for 5 years on the Peterborough Branch.

It was a *single* engine, with driving wheels 5' 9" in diameter. The cylinders were 16" in diameter, with a stroke of 21", the original stroke having been 20". The barrel of the boiler was 10 feet long $\times$ 3' 11" in diameter inside the smallest ring, and was composed of $\frac{3}{8}$ " plates. Its bursting pressure may be estimated to have been about 800 lbs. to the square inch through the whole plate, and 540 through the rivet-holes. The heating surface was 89 feet in the fire-box, and 965 feet internal, and 1104 feet external, in the tubes. There were two safety-valves, each $3\frac{1}{2}$ inches in diameter, and a pressure-gauge.

I have not yet been able to ascertain the previous duty performed by this engine, but it ran 28,917 miles from 30th November 1859 to 30th November 1861, and 55,033 miles from the latter date to the 30th May 1864, making a total of 83,950 miles from the date at which it was last retubed and subjected to internal examination to the date of its explosion.

The following repairs have been done at different times to the boiler :—

On the 15th July 1856, half a new angle-iron was added at the smoke-box end, and three strengthening plates on the bottom of the barrel. The tube-plate was repaired with a plate on the bottom, and the fire-box with 175 copper stays. Some caulking was also done.

On the 29th June 1859, the fire-box was repaired with all new rivets on the fire-door, and some caulking was done.

On the 28th November a copper patch was added inside the left shoulder of the outer fire-box, as well as 24 copper stays, and some caulking was done. A set of second-hand tubes was also put in it at this time.

On the 26th May 1860, the fire-box was repaired with 8 copper studs and a few stays riveted, and the outer box with a copper patch and 43 copper studs, and some caulking was done.

On the 22nd December a piece of angle-iron was added on the right-hand side at the smoke-box end; the fire-box was repaired with a copper patch, and 12 copper stays, and 73 copper studs, and 2 brass bushes, and some caulking was done.

The explosion took effect, as will be seen by the accompanying diagram, with which the locomotive superintendent of the Company has been so good as to furnish me, upon the fire-box ring of the barrel.

It was caused by internal corrosion on the line A B, above the longitudinal seam of rivets over the left-hand crank, a portion of the upper plate having been almost eaten through. The fire-box ring was torn completely out of the barrel, after opening on the line A B, on the left of the engine, and was thrown off 50 yards to the left rear. The line of fracture next the fire-box ran close to the angle-iron and partly through the rivet-holes. It also proceeded, as is shown in the diagram, partly through the whole plate of the middle ring, and partly through the rivet-holes of the vertical seam between the fire-box ring and the middle ring. The dome, 2' in diameter, was separated from its seat, by the fracture of 30 $\frac{5}{8}$ " bolts, and was thrown to a distance of 120 yards to the right front. The crank-axle was broken on the web of the right side, and the right driving-wheel thrown off the rails. The inside framing was fractured, and the outer framing bent outwards on that side, and the same happened on the left side, though to a less extent. An outside spring was broken on the right, and 3 of the tubes gave way, but the lagging and sheeting remained on the smoke-box ring, and on the top of the fire-box.

The engine was, as will have been observed, 15 years old, and its boiler had been much patched; but its interior had, nevertheless, not been examined for nearly 4 $\frac{1}{2}$ years, during which it ran 83,950 miles before it exploded; and this is one of three cases which I have now under report of the same description.

The cylindrical portions of the boilers of locomotive engines belonging to three of the principal railway companies—the Great Northern, the Midland, and the London and North-Western—all exploded during the past month of May from the same cause; namely, channeling along the upper edges of longitudinal joints. I have also had occasion to report to their Lordships upon four other cases within the last three years, two upon the London and North-Western (also Southern division), one upon the North-Eastern, and one upon the Great Western Railway, in all of which the barrels of locomotive boilers have been similarly eaten through until explosion occurred. And these seven cases represent a more serious amount of risk than would

appear at first sight, that is daily incurred by the officers and servants of railway companies as well as by the public. Of the 6,500 locomotive engines and upwards which are in use on the passenger railways of the United Kingdom a large proportion are affected by corrosion to an extent which is more or less dangerous. For every engine that explodes there are a great number of others which have been much weakened from this cause, and which are kept working with a less margin of safety than ought always to be *preserved* between ordinary pressure and bursting pressure.

Corrosion, which is always treacherous in its action upon iron, is favoured in locomotive boilers by constant mechanical, chemical, and galvanic action. The expansion and contraction of the material from differences of pressure and temperature, and the alterations of shape (when the barrels of these boilers are not truly cylindrical) under different pressures, cause new surfaces to be exposed to the oxygen, and perhaps also to the acids, in the water, near the joints and the stays, and at all those parts at which there is extra stiffness. A combination of chemical and mechanical action is thus maintained, and these are assisted by the galvanic action which is set up as the joint effect of the different materials commonly employed in the boiler; namely, copper for the fire-box, brass (frequently) for the tubes, and iron for the shell. The effect upon the interior of the shell is more or less rapid according to the quality of the water, the mileage duty performed by the engine, the quality of the material in the boiler, the manner in which it is constructed, and the pressure at which it is worked.

The durability of the barrels of locomotive boilers varies under these circumstances from 5 to 20 years, and is entirely beyond the reach of calculation when the ordinary modes of construction are employed. Internal examination can only be satisfactorily performed when the tubes are taken out, at intervals which are usually measured by years, and which extend frequently over more than seven years. The plates are not always renewed sufficiently soon on defects being first observed in them, and the boiler may or may not be so much weakened before the next period for examination arrives as to explode, as the engines above referred to have done, at its ordinary working pressure.

There are several measures which may be adopted to remedy this state of things, by the application of which the boilers may be made to last longer and to work more safely, and by which such explosions may be altogether prevented.

As regards construction. (1) The barrels should be made more perfectly cylindrical by the use of butt-joints and cover-strips, in place of the lap-joints more commonly used. (2) The longitudinal joints should be placed in all cases above the water-line instead of below it, so as to prevent the risk of corrosion from the different actions previously referred to, and there is no necessity for having more than one longitudinal joint in each ring. (3) The boiler should be firmly attached to the framing at one end only, the other end being allowed to slide backwards and forwards to allow for changes of temperature, as is now frequently but by no means always done. (4) The barrel should be strengthened at the vertical (or transverse) joints, and at intermediate intervals, either by the addition of belts or by the use of plates rolled thicker in the middle as well as at their edges. In the analogous, though opposite, case of the internal flues of stationary boilers, a similar mode of providing against collapse has often been recommended, and has sometimes been employed with great success, by strengthening them with angle-iron or T iron rings applied at intervals. A locomotive boiler thus reinforced in a proper manner would leak when the plates had been eaten through by corrosion between the strengthening belts, but could never explode.

As regards examination and renewal, I am of opinion that a longer period than three years should

not in any case be allowed to elapse without a thorough internal examination, and that no plate should be allowed to remain in a locomotive boiler, to wear out another set of tubes, on which distinct indications of channeling are observable. It is impossible to doubt that the weakened plates at the first lines of fracture of each of the three engines on which I am now specially reporting, must at the previous examinations of the interior of the boiler have been in a condition in which they ought then to have been renewed; or to believe that their weakness would not at once have been discovered if they had been carefully tested at any time during the previous six months by hydraulic pressure, up to say 50 per cent. above the pressure at which they were respectively worked. The locomotive superintendents on some of the railways in this country employ the hydraulic test whenever an engine comes in for repair, while others object to it on the score of its being useless or dangerous; and it is not periodically employed in any one of the railways above referred to on which these seven explosions have occurred. It is undoubtedly simple, safe, and inexpensive, and is habitually employed on the Continent. There can be no apprehension of danger in connection with it by unduly straining any of the parts, provided the bursting pressure of the boiler is a sufficient multiple of its working pressure; or, in other words, provided a factor of safety—say of six for a new engine and four in an old one, be allowed and maintained. Such

a test is, indeed, more necessary now than it would be if the improvements in construction to which I have above adverted were universally adopted. It is clear that improvement is needed in a system which will allow of three explosions in one month on passenger railways from such defects; and I do not hesitate to say that there is no excuse in the present state of our knowledge for the explosion of a locomotive engine boiler from this or any other cause. Stationary boilers are frequently constructed by and entrusted to manufacturers and stokers who are comparatively unscientific and irresponsible. But the officers and servants who are employed in the locomotive departments of railway companies are of a higher class, and it may fairly be expected of them that they will not allow the temptations of high pressure, which is exceedingly economical, or the want of a new plate in a boiler, to interfere with the safety of the public. There should not merely be no risk of these engines actually exploding, but no portion of them should ever be allowed to come within a margin—say of four to one, as between their bursting and their ordinary working pressures.

I have the honour to be, Sir,
Your obedient servant,
H. W. TYLER,
Capt. R.E.

*The Secretary to the
Board of Trade,
Whitehall.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the London and North-Western [Midland] Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the collision which occurred on the 10th June on the London and North-Western viaduct, near London Yard, Birmingham, between a goods train and a passenger train belonging to the Midland Railway Company.

I am, &c.
JAMES BOOTH.

*The Secretary to the
London and North-Western
Railway Company.
The Secretary to the
Midland Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 14th July 1864.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with your minute of the 13th ultimo, I have enquired into the circumstances connected with the accident that occurred on the 10th June 1864 on the London and North-Western Railway at the end of the viaduct next to the London Yard Station, Birmingham, when a goods train belonging to the Midland Railway Company came into collision with a passenger train belonging to the same company, which was travelling in the opposite direction.

A Midland goods train, consisting of engine with the tender in front, six loaded, nine empty waggons, and a break van in rear, left the London Yard Station, Curzon Street, Birmingham, about 9.15 a.m. on the 10th ultimo. The train was due to leave at 8.55 a.m. The driver of the goods received the "all right" signal to come out from the pointsman outside the yard, whose duty it was to control the trains going in and out of the goods yard. This pointsman has charge

of three sets of points close to his post. One set of points admits of trains coming from the London Yard crossing to the down main line to Birmingham from London. They are facing points on the goods up line, but are loaded so as to remain closed for the cross-over road leading to the down line.

It appears that on the morning in question the pointsman had been cleaning his points, and had only half finished cleaning those of the cross-over road leading to the main down line.

It was customary to use a chain to hold the points over whilst cleaning. The pointsman denies having used it that morning, and states that there was sand in the points, and that they must have got jammed. I am inclined to think that he had fastened the lever handle with the chain, and forgotten it, particularly as the engine that passed through them last would have left them open in the proper direction. He admits that he had commenced oiling them, and was interrupted when he had only done one. There was more work than usual at his post that morning in consequence of the Midland engines going into the London Yard to turn, the Midland turntable being out of order. It appears probable, therefore, that his attention was taken off when busy cleaning the points, that he had chained them for the purpose, and forgotten it when he signalled the goods train to come out. He did not perceive the mistake until the tender and engine had passed over them on to the down main line on which the passenger train from Derby which is due at Birmingham at 9.15 a.m. was approaching. It was only about 60 yards distant when the goods engine fouled the line on which it was travelling, and though the drivers of both engines reversed and put on steam they perceived that a collision was inevitable, and both drivers and firemen got off just before the collision.

The speed of the passenger train at the time of the collision appears from the evidence to have been about five or six miles per hour, and that of the goods about three.

The passenger train consisted of engine, guard's van, one first-class, one second-class, three third-class, one second-class carriage, and one fish truck, coupled in the order stated.

The passenger engine buffers were broken, and the fire bars were shifted, and some of the carriages were shaken. The injuries to passengers appear to have been more serious, as thirty are reported to have been more or less hurt, four or five of them rather severely.

A second pointsman is stationed at the north end of the viaduct near the London Yard Station. His post is about 50 yards distant from the pointsman's in charge of the yard sidings, but it is at the opposite side of the rails. He has charge of the signals on the main line. The cross-over road which caused the accident is objectionable as forming facing points on the down main

passenger line, as well as on the up line from the goods yard. I would suggest that, if it cannot be dispensed with and removed altogether, the points should be connected with the signals and placed under the control of the man at the north end of the viaduct.

The accident was caused by the points of the cross-over road being open for the down main line instead of for the up main line, on which the goods train was intended to proceed.

*The Secretary,
Railway Department,
Board of Trade.*

I am, &c.

F. H. RICH,
Capt. R.E.

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26th May 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred at the Surbiton station on the 14th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and South-Western
Railway Company.*

SIR,

Leeds, 19th May 1864.

IN compliance with the instructions contained in your minute of the 2d instant, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 14th April last, at the Surbiton station of the London and South-Western Railway.

There is a Necropolis station about $15\frac{1}{2}$ miles to the south-west of Surbiton, from which a train is due to run daily at 2.30 p.m. to London. There being no station master at the Necropolis, it is started by the guard; and for want of a turn-table, the engines are run back to London tender first. On the day in question, the Necropolis train consisted of an engine and tender, three passenger carriages, and a break-van. It left the Necropolis at 2.17 according to the engine-driver, 2.18 according to the fireman, and 2.30 by the guard's watch, which appears to have been a few minutes too fast. It passed the Surbiton distant-signal, which is about 1,300 yards from the station, at a speed of 30 to 32 miles an hour according to the fireman, and not much less than 60 miles an hour in the judgment of the guard. The engine-driver admits that he did not shut his steam off until he had gone 300 or 400 yards past that signal, because he believed from its appearance that it was at "all right." He noticed that the station signal was at "danger" when he was about 400 yards from it; but he could not see it well, because the dust from the coal in his tender (which was in front of him) flew into his eyes; and almost at the same time he saw that there was a horse-box standing on the main line at the passenger platform. He told his fireman to apply the tender break; but the female screw of the break stripped, and the break would not therefore act. He reversed his engine, placing the lever in forward gear, and applied his steam; but the lever flew into backward gear again, and became strained so that he could not move it. The tender struck the horse-box at a speed which he estimates at 20, his fireman at 15, and the guard of the train at 50 miles an hour.

The evidence of the fireman differs from that above stated of the engine-driver, inasmuch as he states that they endeavoured to pull up at a much greater distance from the station signal. The guard does not believe that the engine-driver shut off his steam at all until he was within 200 yards of the station; but he applied the break of his van at 800 yards from the station, when he saw the main signal at danger.

The horse-box was evidently struck with great violence. The roof and part of the body were severed from the remainder, and forced back upon the tender, bending the weather-board, and fracturing the gauge-glass of the engine. The framing and other portions were pushed forward upon the wheels in front of the tender, the whole train running for 640 yards after the collision before it came to a stand. The engine-driver and fireman escaped injury by stooping down in the tender. Of the three horses which were in the horse-box when it was struck, one was thrown out upon the passenger platform to the left beyond the station shed; another was thrown to the right, and fell on the inner rail of the down line; and the third fell off a considerable distance up the line. They were all killed.

The roof over the up-passenger platform, which was supported on wooden pillars about four feet from the edge of that platform, was thrown down, all the pillars having been carried away except one—on the south; though there is no evidence to show what struck them. These pillars were too near the edge of the platform to be safe for the public, and were, some within 16 feet, and others within 11 feet 6 inches of each other. I am glad to find that the Company are now erecting others in place of them at greater distances, both from the edge of the platform and from each other; and I would take the opportunity of pointing out that a similar improvement is much required on the down platform also.

The horse-box which was thus destroyed had been detached from the 12 o'clock passenger train from Portsmouth, due at Surbiton at 2.25, but which reached Surbiton at 2.38, and went forward about 2.41. It was drawn ahead after the departure of that train to the passenger platform, clear of the siding points; and the horses would have been disembarked on the passenger platform, according to a common practice at this station, if the groom had been there to receive them; but as he was not there at the moment, it was about to be pushed back into a siding west of the line, out of the way of the Necropolis train, when that train came up.

The Necropolis train was evidently earlier than usual. It generally passed Surbiton at times varying from 2.58 to 3.5; and the collision occurred at 2.50 by the guard's watch (which seems to have been 5 minutes too fast), or, as is supposed, about 2.45 by the station time. It probably left the Necropolis about 2.25 instead of 2.30, in consequence of the guard's watch having been fast; but the times at which it passed the different stations is not as clear as it ought to be.

The engine-driver, fireman, and guard all agree that the distant-signal from Surbiton was only partially turned to danger. The driver "took it to be 'off'"; the fireman thought that it "appeared to be 'off' as he approached it from a distance," but "that it was inclined to be 'on,' as he came nearer to it." The guard only saw it after he had run 200 yards past it, and then thought on looking back that it was "from half to three parts of the way towards danger." It is one of the semi-disc signals in common use on the South-Western Railway, and is not so clearly visible at any time, but especially when it is not properly turned to danger, as a good sized semaphore. The signalman is provided in his hut with a small tell-tale signal, worked by a galvanic current through a copper wire from the distant signal, which is intended to indicate to him when this distant signal is working properly. But the tell-tale was in want of a very simple adjustment when I visited it, as it turned to danger when the distant signal was partially "on." It appears from the evidence of the signalman, that he had tightened up his signal-wire several times in that morning, in consequence of its having expanded from the heat of the sun; and it is plain that having been misled by the imperfect indication of his tell-tale, he had tightened it too much to allow of its working properly.

The engine-driver of the Necropolis train had been driving for 10 years on the South-Western Railway, and bore an excellent character; there having been no previous complaint of any sort against him. He had been in the habit of driving the Necropolis train in his turn once or twice a week for six years. He is said to have been running at greater speed than usual on this occasion; but he certainly laboured under every disadvantage,—in finding the distant signal in an ambiguous position,—and in losing all power over his engine at the critical moment, by the failure of a worn-out break-screw on his tender, and of a reversing gear which does not appear to have been sufficiently strong on his engine.

The facilities afforded by the electric telegraph for the safe working of trains, which are found to be so useful on the crowded portions of other lines, have not yet been taken much advantage of at this station. Only two trains are telegraphed to it in the course of the day. The Portsmouth direct train is telegraphed from Woking, and the Exeter express from Farnborough. When the former train is sufficiently late, a messenger is despatched to the Hampton Court Junction, with an order to the signalman to allow the Hampton Court train (which is otherwise detained there) to pass. The station-master is guided by the time of the latter train at Farnborough in shunting slow trains at Surbiton. It would be well if the telegraph were utilized to a greater extent; but on this occasion the station-master saw the Necropolis train approaching from a considerable distance, and had no doubt that it would stop, in obedience to the signals, before it reached the station.

Mr. Simpson, who communicated with their Lordships on the 25th April, was present at Surbiton during my inquiry into this accident, and handed me a paper on the subject of it which I have the honour to enclose. I may observe, with reference to that document, that I found upon trial that the door of a horse-box would, when open, clear the pillars of the platform roof as they had been situated by 9 or 10 inches; but that I quite agree with Mr. Simpson as to their having been, as I have already stated, dangerously near the edge of the platform. And there is no doubt whatever of the truth of his further allegation, that the general accommodation at the Surbiton station is very far from being commensurate with the requirements of the increased and increasing traffic which now passes through it.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary,
Board of Trade,
Whitehall.*

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 25th June 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the directors of the London and South-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 31st ultimo at the Barnes Junction on the London and South-Western Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and South-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 18th June 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 3rd instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 31st May, between two passenger trains proceeding in opposite directions, at the Barnes Junction of the London and South-Western Railway, when, I am informed, seven passengers and the guard of the North London train were injured, but none of the persons who were injured, it is hoped, are severely hurt.

This junction is situated a short distance to the west of Barnes Station, at the south end of a short

curved line, connecting the loop line through Kew with the main line of the Richmond branch of the London and South-Western Railway. The collision occurred at the junction with the main line; the connecting line is only about $23\frac{1}{2}$ chains in length, and it is on a very sharp curve of 10 chains radius, and on a gradient of 1 in 219, falling from Chiswick.

The signals worked at this junction consist of a standard signal, and a distant signal on each side of the junction towards Barnes and Mortlake for the main-line traffic, and a stop signal and distant signal on the connecting curved line towards Chiswick and Kew. The stop signal is distant about 50 yards from the up road of the main lines, and the distant signal is about 140 yards from it, towards Chiswick.

The junction is about 40 or 50 yards east of a level crossing of a public road on the main line, and the signalman in charge of the junction has also to be responsible for the closing of the gates, &c., at the level crossing, but he is allowed to have a lad as an assistant for the performance of the latter duty.

On the evening of the 31st ultimo, the signalman on duty at the junction, hearing the 9.26 p.m. North London train proceeding from Kew to Mortlake and Twickenham start from the Chiswick station, blocked the down main line from Barnes station by means of the distant signal on that side, and after waiting about a minute he heard the train coming on to Barnes Bridge, and then he blocked the up main line. He then left the signal-lever handles and stationed himself so that he could take off the stop signal from "danger," to allow the North London train to pass when it came round the curve and got

close up to the stop signal, in accordance with the instructions and the usual practice. The distant signal on the connecting line he did not interfere with; the lamp was lit, and it exhibited "a red light," or danger signal. The signalman then heard a Kingston up-train whistle on starting from Mortlake station along the up main line towards Barnes, and he allowed the stop signal on the branch curved line to remain at "danger," and then took off the up main line distant signal to allow the Kingston train to pass, and then he went to the corner of his box and waved a red light from his hand-lamp towards the North London train. He says that he stood in that position until the North London train got to the stop signal, and seeing that the North London train could not stop, he then showed a danger signal with his lamp to the Kingston train, but the two trains were then nearing each other and close upon the junction, and a collision ensued between them. The North London train had actually stopped across the up main line, and it was in the act of backing when the other train came up at the usual speed, and the two engines came in contact. The leading wheels of the engine and one carriage of the Kingston train were knocked off the rails, and the engine of the North London train sustained some damage. No blame attaches to the Company's servants with the Kingston train, and the collision was evidently caused by the driver of the North London train not having his train sufficiently under control, as he came off the Kew line and passed along the short connecting curved line towards the junction with the main line. He admits that he found the stop signal at danger when he came in sight of it, but says that he did all in his power to stop, by whistling for the guard's breaks, reversing the engine, and causing the fireman to apply the break on the tank engine.

The North London train consisted of five carriages and one break van, having continuous breaks applied to all these vehicles worked by one guard, and if the whistle for the breaks had been promptly sounded by the driver as soon as he came in sight of the stop signal, and the signal for the breaks had been as quickly attended to by the guard (both driver and guard are servants of the London and South-Western Railway Company), there is little doubt that the collision would have been avoided; but the guard states that he only heard one whistle, and that was for the signal to be taken off, and not two or three sharp whistles for the breaks to be put on; and he says the engine was abreast of the stop signal before he got his breaks hard on. This would only give 50 yards to pull up in, and the rails are said to have been in a bad state for stopping, owing to a shower of rain. The statement of the driver, that he whistled for the breaks, is corroborated by the signalman at the junction.

These two trains are appointed to pass this junction about the same time, 9.34 or 9.35. Sometimes the Kingston up train has passed on to Barnes before the North London down train arrives, and sometimes it is otherwise; but the orders and arrangements connected with the working of the traffic over this junction curve are peculiar, and, in my opinion, most objectionable.

The stop signal can be only seen for about 240 yards before it is reached, and the distant signal, worked from the junction with the main line, has now, for upwards of a year, been always kept on at danger and never been taken off, to allow a train to pass, so that it is absolutely useless except to tell a

driver whereabouts he is on a dark night. It is no longer a railway signal, in the ordinary acceptation of the word, as it gives no warning to the driver of a train that the line is safe or dangerous, and it might as well be away for any use it now serves. But that distant signal can be seen from Barnes Bridge, which is above 600 yards from the junction at which the collision occurred, and the driver of every North London train proceeding from Kew to Richmond might advantageously be told by that distant signal whether he must stop on the curve short of the junction; or, if all was right for him to run on, the necessity for coming to a stop, short of the stop signal, did not exist. The change in the mode of working the distant signal is said by the signalman to have been made in obedience to the orders of the superintendent of the line, Mr. Godson, but that gentleman has no recollection of having given any order on the subject, and, if I have understood him rightly, does not approve of the alteration.

The regulations also prescribe that every train proceeding along the connecting line towards Richmond from Kew shall stop at this stop signal, and the signalmen allege that this order was for a long time strictly obeyed, and has only been partially departed from in consequence of the difficulty experienced by trains in starting again. But this could not apply to trains proceeding towards Richmond, as the gradient is a falling one in that direction.

The regulation is a bad one, and should be cancelled, as there can be no necessity whatever for arresting the progress of any train on this or any other branch connecting line when the main line on which it is to run is clear and free from obstruction. The delay only increases the chances of another train coming up. The distant signal should also be put on and taken off to give timely warning to all trains proceeding to Richmond from Kew.

The practice adopted at this, and at some other junctions of the London and South-Western Railway, of keeping the signals for the main line at "all right" while those on the branch are set at "danger" is also objectionable. The proper mode I conceive to be that all the signals at a junction should be placed at "danger," and when a main line train or branch line train is known to be due, and ascertained to be approaching the junction, then the particular signals to allow the main line or branch train to pass should be taken off in succession, and replaced at "danger" as soon as the train has passed the junction.

Another point may be referred to, as having possibly contributed to produce this collision. If the engine had been fitted with a break whistle, in addition to the ordinary shrill whistle, no uncertainty could have arisen as to whether the driver of the North London train did or did not sound for the breaks, as it is impossible to make a mistake respecting the sounds of the two kinds of whistles, but it is easy to make a mistake when the same whistle is sounded for many different purposes, such as to give warning of the approach of a train to a level crossing; to induce the signalman to take off his signals, and to cause the guard to put on his break, and to take it off again.

I have, &c.

W. YOLLAND,
Col.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON AND SOUTH WESTERN-RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th July, 1864.*

SIR,

I AM desired by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the London and South-

Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 7th ultimo between two passenger trains at the Egham Station of the London and South-Western Railway.

I am at the same time to express the hope of their Lordships that the Directors will give to Colonel Yolland's suggestions for an improved mode of working the traffic on the London and South-Western Railway their careful consideration.

I am, &c.

JAMES BOOTH.

*The Secretary to the
London and South-Western
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 1st July 1864.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minutes of the 9th and 11th ultimo, that I have been present during four days at the coroner's inquest, which was held at Egham, and have inquired into the circumstances that attended the collision that occurred on the evening of the 7th ult. at Egham Station on the Staines and Wokingham Railway, which line is under lease to and worked by the London and South-Western Railway Company. The collision took place between two up special passenger trains, and five passengers were killed on the spot; another has subsequently died of the injuries which he then received, and some other passengers were more or less injured, but I have not been enabled to ascertain their number or the extent of the injuries they received.

This lamentable occurrence took place on Tuesday the first day of Ascot races, when there is nothing like the same amount of railway traffic, as on the Cup day. Ascot Station is situated about 29 miles from Waterloo Road Station, and 15 from Reading, and the London and South-Western trains usually run to and fro between London and Reading. But during the recent Ascot races the special traffic between London and Ascot has been carried by the London and South-Western Railway Company, while that between Reading and Ascot West Station, distant about $\frac{3}{4}$ of a mile from Ascot Station, has been partly conveyed by the South-Eastern Railway Company. And in consequence of the insufficiency of the accommodation at Ascot, one of the lines of way between Ascot and Ascot West Station has been appropriated for the use of the empty trains, while the ordinary up and down traffic passing through those stations has been worked over the other single line of rails.

Sunningdale Station is distant two miles from Ascot Station, Virginia Water Station four miles from Sunningdale, and Egham Station two miles from Virginia Water, and thus it will be seen that Egham Station is about eight miles from Ascot. It is protected on the Ascot side as regards the up-line by two signals, a station signal at the west end of the platform, and a distant signal placed 513 yards from the station signal towards Ascot. There is also a level crossing of a public highway called Rusham Road, about 1,210 yards from Egham Station towards Ascot, which is protected by a double semaphore signal that can be seen rather more than half a mile before it is reached by the driver of a train approaching Egham from Ascot.

The Egham up distant signal can be seen some 20 yards east of the Rusham Road level crossing, and the Egham Station signal, within a few yards of the same spot, but the signals are not well seen, as they are backed by high ground or trees. Again, there is a falling gradient of 1 in 150 for $1\frac{1}{4}$ miles, which ends close to Rusham Road level crossing, and from thence to Egham Station there is an easy gradient of 1 in 1,639 falling towards Egham. The line approaching Egham from Ascot is on a curve to the right, with radii varying from 80 to 120 chains.

From these particulars it may be inferred, that if these signals are properly exhibited by the signalmen and properly attended to by the drivers of trains approaching Egham from Ascot, a train standing at Egham station on a clear day would be safe, provided

an approaching up train was furnished with a sufficient amount of break power for the length and weight of the train and the speed at which it was travelling to enable it to stop short of the station, after coming in sight of the distant signal near Rusham Road level crossing. On a foggy day the signals alone would not adequately protect the station.

Special regulations for conducting the traffic during the Ascot race week were issued by the traffic manager and locomotive superintendent of the London and South-Western Railway, for which Mr. Scott, the traffic manager, holds himself to be solely responsible, and of which I annex a copy. These regulations are, I am informed, nearly similar to those which have been adopted for several years past. The following are extracts from these regulations, which point out the extra precautions adopted to insure the safety of the public.

"No train must exceed 16 vehicles. Each train must have two breaks and two guards, or a guard and porter in charge.

"All trains must approach the junctions at Barnes, Twickenham, and Richmond, the Feltham Junction, Staines and Virginia Water Stations with great care and caution."

"On Tuesday and Thursday platelayers will be stationed along the railway between Waterloo and Ascot, and between Reading and Ascot, to signal trains throughout the day, and until the last train has passed. After the passing of every train they will show a stop signal for five minutes, to be followed by a caution signal for five minutes more, but when the line is clear and the preceding train has passed over ten minutes they will show an All Right signal. While stop signals are shown fog signals must be put down also. When a platelayer shows the Red signal engine-men will not stop their trains, but proceed very cautiously till the obstruction is seen."

"Every train must be properly and completely appointed with guards' and engine drivers' communicator, spare couplings, head and tail lamps, &c. &c., and the guards in charge must be provided with hand lamps, flags, and fog signals and red lights, for all of which the guards themselves will be held responsible."

"Engine drivers are requested to drive their trains with more than usual caution and steadiness, and they must be prepared to pull up promptly when and wherever stop signals are given."

The railway traffic to the race meetings which are held within a moderate distance of London, such as Epsom, Ascot, and Hampton, is very large, and it is conducted under great disadvantages. A large number of persons delay their departure for the race course to the latest moment at which it becomes practicable to reach it in time for the races. They collect at a railway station, and rush into the carriages which are standing alongside of the platforms, and, as stated by Mr. Scott, it is absolutely necessary to dispatch train after train as quickly as it is filled, in order to prevent accidents at the starting stations. A similar rush takes place when the races are over; but when once put in motion, it was apparently intended that an interval of five minutes of time should be preserved between following trains. It must, however, be observed, that by these special regulations the platelayers who were appointed to maintain this interval of time at places intermediate between the stations, were not furnished with watches or timepieces by the Railway Company, so that they might exhibit the "danger" signal for at least five minutes after each train passed; while the engine drivers, on the other hand, were actually directed not to stop their trains when a platelayer exhibited a "red" or "stop signal," but proceed very cautiously till the obstruction is seen.

The return special traffic from Ascot to London on the 7th inst. was dispatched under the orders of Mr. Scott and Mr. Godson, the traffic manager and the superintendent of the line, at intervals, as far as

came under my cognizance, of not less than five minutes; and that return traffic commenced at about 4h. 45m. p.m., and consisted of 14 special trains, the same number that went down to Ascot from Waterloo at mid-day.

Mr. Scott or Mr. Godson handed to the guard of each train a paper on which the names of the stations at which the train was to stop were written in pencil, and generally, it is said, the drivers were told where the previous train was appointed to stop.

Every train that left Waterloo Road Station for Ascot ran engine foremost to that place; but as Ascot is not a terminal station, and is not provided with an engine turntable, the return traffic to London was, I understand, all worked with the tender in front, which is not so advantageous or safe, as the disposition of the weights on the several wheels of the engine is not usually so well adapted to keep it on the rails, and the engine driver loses the advantage of the sand boxes and pipes on the engine and tender when endeavouring to pull up his train during an emergency or when the rails are slippery. He is not, moreover, placed in the most favorable position for keeping a good look-out ahead at the same time that he attends to his engine, and in bad weather he is deprived of proper shelter, and the communication from the guards in the train to the engine driver cannot be made use of.

The actual circumstances under which the collision occurred are as follows:—An up special train consisting of engine and tender, 14 carriages, and two break vans, with a guard in each van, left Ascot station at 7h. 10m. p.m., according to Mr. Scott and the head guard of the train, and at 7h. 9m. according to Mr. Godson, which special train was directed to stop at Egham, Twickenham, Barnes, Clapham Junction, and Vauxhall.

A porter at Egham station, whose duty it is to keep a record of the times of arrival, departure, or passage of trains, stated that it stopped there at 7h. 26m., and his statement agrees with that of the engine driver; the head guard names 7h. 27m., and the porter and guard say that it was kept there two minutes, having been slightly delayed while some persons who had been complained of as card sharps were removed from one carriage to another. The driver thinks they were detained three minutes.

As soon as this train reached Egham station, it appears certain that the up-distant and up-station signals were both placed at "danger," and remained in that position, until after the following train had arrived and caused a collision.

The first train, according to the porter, was started at 7h. 28m., and was travelling, it is said, about six or seven miles an hour, when it was overtaken, and run into by a following train, travelling at a rate variously estimated by different witnesses, at from six or seven to 20 miles an hour, and the following engine, which was proceeding tender in front, ran into the guard's break van of the previous train and destroyed it, and the break-van was forced forwards upon the last second-class carriage, partially destroying the rear and wholly destroying the front compartments, but scarcely damaging the centre compartment; the rear compartment of the next second-class carriage was also stove in, and the rear seat forced down upon the floor.

The persons who were killed or most severely injured are supposed to have been in these two carriages. Some were taken out from under the tender, and some from amidst the ruins of the break van and second-class carriages.

The tender was slightly and the engine not at all damaged. Some few of the buffers in the first train were driven up; but the carriages in the last train were not damaged.

When the first train was started by the Egham station-master, no person connected with the train or with the station seems to have been aware that another train was approaching except the driver, who states that he started the train because he saw another train

coming which was not likely to be able to stop; at all events, whoever started the train, it is certain that before it had moved many yards the second train was seen to be rapidly approaching, and the collision is said by the porter and head guard of the second train to have taken place at 7h. 29m., while the engine driver of the second train says it happened at 7h. 30m. This second train was also composed of engine and tender, 14 carriages, and two break-vans, one next the engine, the other at the tail of the train, with two guards; and according to Mr. Scott, Mr. Godson, and the engine driver, it left Ascot at 7h. 15m., and by the head guard at 7h. 16m., or at an interval from the previous train of five or six minutes.

In the pencil memorandum given by Mr. Scott to the guard, and by him handed to the driver, the second train was directed to stop first at Staines station, which is two miles nearer to London than Egham station; and the driver distinctly asserts, and he is not contradicted by any witness who was examined, that no notice was given to him by any one that the previous train had been directed to stop at Egham station.

According to the statements of the engine driver, fireman, and guards of the second train, it proceeded past Sunningdale and Virginia Water stations without being checked by any danger, or even any caution signal, which must have been in opposition to the ordinary as well as the special regulations, as there was not 10 minutes interval of time between the two trains; but these men agree, and their statement is otherwise confirmed, that a platelayer at Stroud Lane crossing, which is rather more than a mile and a half from Egham station, shewed a green flag to the passing train. From this point there are great discrepancies between the evidence of the parties concerned.

The engine driver and fireman both say that the Rusham Road crossing signal was at "all right" when they first saw it, at a distance of 300 or 400 yards or even at a greater distance; and that after passing Rusham Road crossing 300 or 400 yards, according to the driver, and 200 yards, according to the fireman, they saw the Egham up-distant signal at "danger," and then they did all in their power to stop, by shutting off the steam, applying the tender-break, reversing the engine and turning on the steam the reverse way, and sounding the engine whistle freely for the guards' breaks.

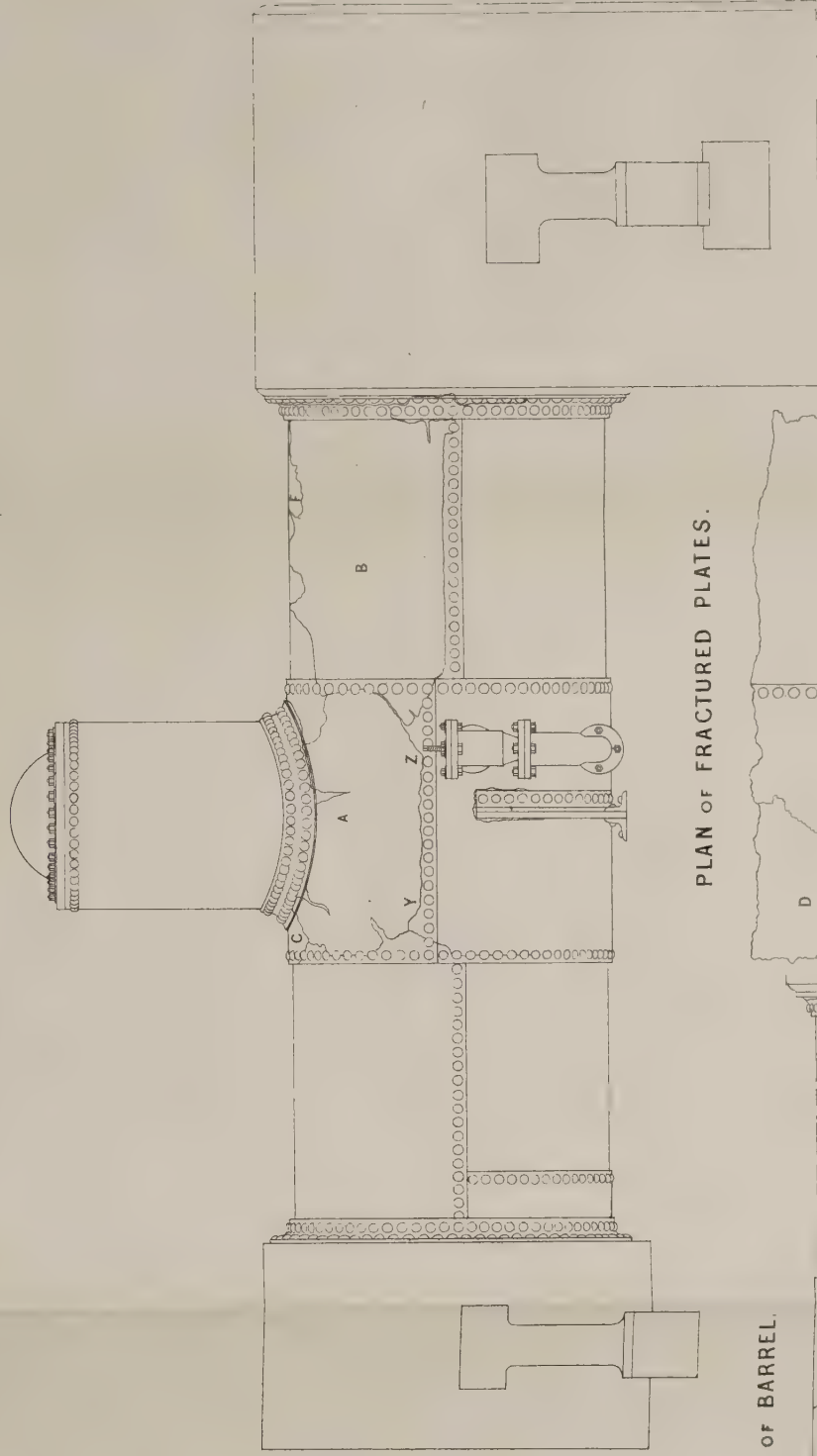
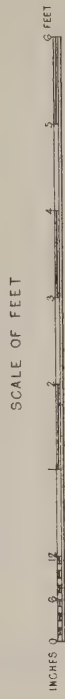
The driver said that the up-distant signal could not be seen from an engine travelling 35 miles an hour, although it might be seen from the ground, owing to a clump of trees and the curve, until somewhere about half way between Rusham Road crossing and the signal; but he is altogether wrong, as it can, as I have already stated, be seen a few yards on the east side of Rusham Road crossing, and there is no clump of trees that interferes with the sight of this signal.

On the other hand, the head and second guards of the second train both assert that the Rusham Road crossing signal was on at "danger" when they first saw it. The head guard says he put his break hard on when he was a quarter of a mile on the Ascot side of the level crossing, and kept it on to the moment of the collision, and that he did not see the signal taken off; the second guard says his break was on from the time of passing the level crossing. The gatekeeper at Rusham road states, that his signal was on at "danger" when this second train first came in sight, and that he kept it on until the train was within 200 yards of the crossing, and then he lowered it to "caution," not to "all right," as asserted by the driver and fireman, because the previous train had then passed by more than five minutes, and so says a platelayer who was assisting on that day to open and shut the gates across the railway and public road.

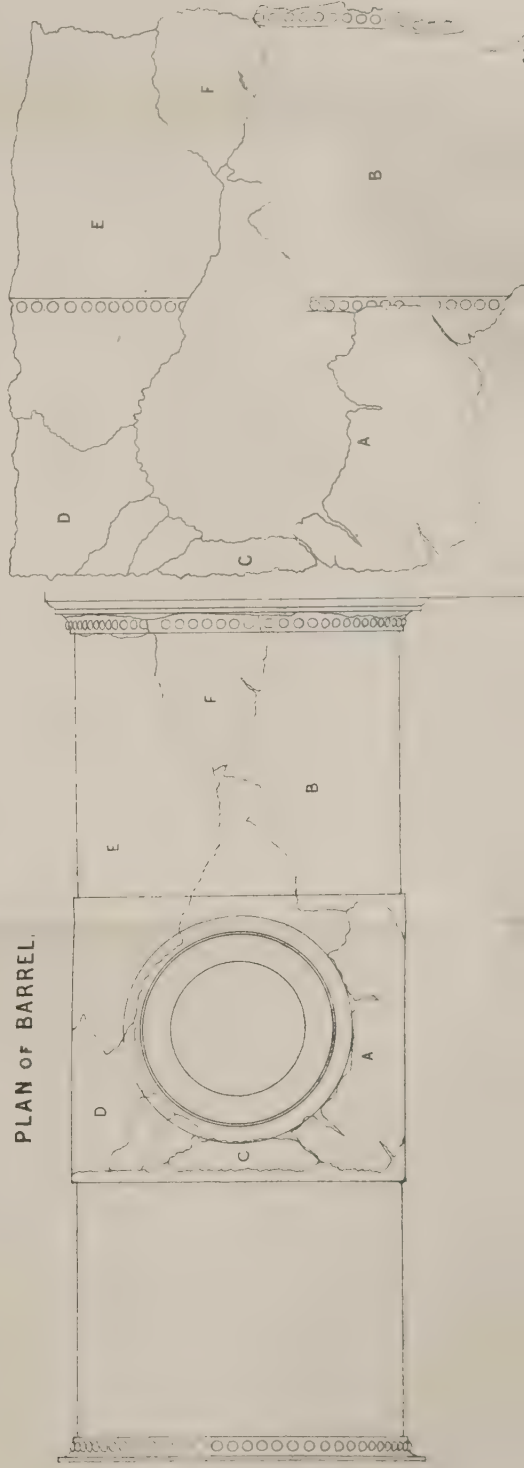
All parties agree that the driver did not sound the engine whistle before he passed the level crossing. I have already mentioned what the driver and fireman assert that they did after passing Rusham Road crossing. The gatekeeper says the driver sounded

GREAT NORTHERN RAILWAY.

Nº 138 BOILER.



PLAN OF FRACTURED PLATES.



BOTTOM OF DOME.



the whistle when he was about 180 yards from the level crossing ; but the great bulk of the evidence is decidedly to the effect of the driver not having sounded the engine whistle until he was close upon, even if he had not actually passed, the distant signal, which was on at "danger" against him. There is evidence to show that from the distant signal, 513 yards west of the Egham platform or near it, the engine driver and fireman and both guards apparently did their best to stop their train ; but the effort to do so was made too late with the amount of break power provided for the train when taken in connexion with the speed at which it was travelling, and the collision took place about 150 yards east of the station signal, the first train being then in motion. Some of the witnesses stated that the second train was travelling very fast. Some named 50 miles an hour. The head guard says 40, the second guard 30, and the driver and fireman assert that the maximum speed between Ascot and Egham would not exceed 35 miles an hour. The interval of time between the moment of leaving Ascot and the collision is represented by the head guard as being 13 minutes ; the driver says it was 15 minutes, and if, in accordance with the bulk of the testimony, it is assumed that the train started at 7h. 15m., and the collision took place at 7h. 29m.,—the interval would be 14 minutes.

Whether the time occupied was 13, 14, or more minutes in running from Ascot to Egham station, it does not appear from the information which I have received that the speed was excessive, or greater than that of other special up trains on the same day.

Thus, according to the guard's report and the Egham porter's statement, the train which left Ascot at 6h. 4m. took 13 minutes in running to Egham, while the next that left Ascot at 6h. 20m. was occupied 14 minutes, and I should judge that the second train was travelling at a fast but not at an excessive speed.

There is great reason to doubt the accuracy of the head and second guard's statement as to the fact of their having applied their breaks before reaching Rusham Road, in consequence of observing the gate signal against them. As the effect of applying two breaks to a train running at the rate of 40 or 45 miles an hour would certainly be perceptible in diminishing the speed and in recalling the attention of the driver to the necessity of stopping his train long before he got to the distant signal. I am unable to accept their statements as accurate. But I have no hesitation whatever, in saying that if this special train had been fitted with continuous breaks, similar to those which belong to the North London Railway Company, that daily work over a portion of the London and South Western Railway system, and which must therefore be familiar to the officers of that company, then the means which were actually adopted by the driver, fireman, and guards, in order to stop their train, when passing the distant signal or thereabouts, would have been successful, and have altogether prevented the collision and saved the lives of 6 persons.

But it is almost useless for me to suggest, or for their Lordships to urge the adoption of modes of working that are more safe than the present modes, as they are almost certain to be entirely disregarded and thrown aside as inadmissible. A similar collision took place on the Cup day of Ascot Races, in 1859, at the adjacent station of Virginia Water, which fortunately was not attended with the same serious results, and it then appeared to the Inspecting Officer who inquired into the circumstances, that the collision was mainly due to an inadequate amount of break power supplied to the following train ; and their Lordships then recommended the Railway Company to provide an adequate number of guards and additional break power, and they suggested the use of continuous breaks which might be applied to trains without increasing the number of guards. On that occasion, the traffic manager informed the Inspecting Officer that orders had been given for laying down the Electric Telegraph. It is now in operation, but

has not apparently been made use of in working the traffic at any time.

The London and South-Western Railway Company have long had in use on their line a means of communication from the guards in the train to the engine-driver, by enabling the guards to open the steam whistle, as a signal for the driver to stop. The Company profess to have adopted it, without any pressure on the part of the Board of Trade ; hence it may be assumed that they consider it to be a necessary adjunct to every train ; its use is directed in their printed book of regulations, and as will have been seen, it is particularly referred to in the Special Regulations for working the Ascot Race Traffic, and the guards are therein held responsible that it is applied. When the special regulations were issued, it must have been known that the guards could not apply the communicator (as it is termed) when the engine was running tender foremost, which was the case with the whole of the return traffic from Ascot, in consequence of the absence of an engine turntable at Ascot, &c. ; and if I had been enabled to credit the whole of the head guard's statement, and particularly that part of it which refers to the spot at which he said he had applied his break, I should then have attached much more importance than I now do to the absence of such communicator on the return journey from Ascot, and have considered that the collision might have been avoided if it had been in operation for the head guard to make use of. Still there can be no doubt, that the Railway Company should long ere this have added such an amount of siding accommodation, and an engine turntable, at Ascot, as would have done away with the necessity for carrying one half of their race traffic in a disadvantageous and unsafe manner.

The public are charged very high fares by these special trains, much more than double the ordinary rates, and if any difference is to be made in the care and precautions under which the trains are sent forward, it should be in favour of those that are provided and paid for by extra fares. The ordinary regulations should, if any change were made, have been more rigidly enforced, and not relaxed as they appear to have been by these special regulations.

The collision was undoubtedly caused by the neglect of the engine driver of the second train, in not having kept a sufficiently good look-out ahead, and in not having immediately taken measures for reducing the speed of his train as he passed Rusham Road Crossing, the Egham signals being at "danger" against him ; but it must be allowed that he was working under great disadvantages. He was not supplied with a sufficient amount of break power ; he had not been told that the previous train had been directed to stop at Egham station, whilst he was to stop first at Staines two miles beyond : he was running tender in front, and had not the advantage that might be derived from the use of the sand in stopping, and he was working under an objectionable system, where false signals are constantly given, viz., that laid down by the regulations of observing an interval of five minutes between following trains. No engine driver under that system, as he approaches a station where the line is not perfectly straight, can tell whether the danger signals which he finds exhibited against him, mean actual danger, or that the previous train has not left five minutes ; generally the signals are whistled off, and he proceeds after slightly slackening speed, but without stopping.

I contend that danger signals should never be exhibited to a driver unless there is actual danger ; not even at junctions. For although the normal position of the signals at junctions should be at "danger," they should not be exhibited to the driver of an expected train, but be taken off by the signalman when that train is due and ascertained to be closely approaching the junction.

Engine drivers so repeatedly find the exhibited danger signal does not actually indicate danger, that they cease to pay that strict attention to it at all

times which is required to secure the public safety, as the regulations of the Company direct, and they keep sounding the whistle while approaching, without materially diminishing the speed, until it is too late to stop short of the obstruction on the line before them. I do not defend their practice, but I am sure that it will be continued while such a system is upheld.

The adoption of an interval of time between quickly following trains, coupled with injunctions to engine-drivers and guards to keep a vigilant look out, was the best expedient that could be followed for providing for the public safety, when it was first brought into use. And when an interval of five minutes was generally adopted, it was expected that the safety of the public travelling on railways was sufficiently provided for. Experience has amply shown that the expectation has not been fulfilled; the number of collisions between following trains has been very large, but fortunately a better and safer expedient than a time interval, no matter how long, can now be substituted for it.

The introduction of the electric telegraph provides ready means of keeping an interval of space between following trains. No train should be permitted to leave a station, until the station in advance has telegraphed back that the line up to that station was clear for a train to travel up to it. The electric telegraph supplies an addition to the ordinary means of out of door signals for securing the public safety. And the difference between the two systems of working by keeping a space between following trains, or by allowing them to travel at an interval of time from each other is, that when both are rigidly and faithfully carried out, a collision between following trains is impossible when an interval of space is maintained between them; but a collision may, and

often does happen, when the traffic is worked by an interval of time only.

It was elicited in evidence at Egham, that the down Royal train was permitted to follow another special train past that station, when proceeding to Ascot, at an interval of four minutes; and on the return journey, although an interval of five minutes elapsed between the departure of the Royal train from Ascot and its being followed by one of the special trains, that interval had been diminished to three minutes, as the last of the two trains was permitted to run past Egham station, only eight miles from Ascot, unchecked by any danger signal. In either of these instances, if a tube had burst in the engine of the preceding train, or any casualty had suddenly delayed it, it is impossible to say that a collision would not have followed.

In my opinion, it is time that such a system of working should be done away with. If railway companies cannot be induced voluntarily to alter their system and to introduce these improvements which science has placed within their reach, then the legislature should interfere and compel them to do so. Apparently these matters are looked at entirely in a commercial point of view, and generally it is deemed more expedient to run the risk of sacrificing human lives and inflicting dreadful injuries to individuals and to accept the liabilities which such occurrences involve in the shape of heavy compensations, than to incur the certain cost of making a change in an established system, to one that may be somewhat more expensive, though it will certainly be more safe.

I have, &c.

W. YOLLAND.

*The Secretary to the
Board of Trade,
Whitehall.*

METROPOLITAN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 8th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the [Metropolitan] [Great Northern] Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 9th May at the Bishop's Road Station, from the explosion of the boiler of a locomotive engine.

I am, &c.

JAMES BOOTH.

*The Secretary to the
Metropolitan
Railway Company.
The Secretary to the
Great Northern
Railway Company.*

SIR,

No. 1 Whitehall, 29th June 1864.

IN compliance with the instructions contained in your minute of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th May at the Bishop's Road Station of the Metropolitan Railway, from the explosion of the boiler of a locomotive engine.

The 9.5 a.m. passenger train was about to leave Bishop's Road for Farringdon Street on the day in question, when the boiler of the engine which was attached to it, No. 138, exploded with a loud noise. The station inspector had given the signal for it to

start, the guard had repeated that signal to the engine driver, the engine driver had blown his whistle, and had also, as he believes, opened his regulator, when the explosion occurred. The fireman, who was standing sideways on the tender, unscrewing the break-handle, received a blow, was twisted half round, and was thrown down on his left side,—the side that had previously been turned towards the engine. The engine driver felt himself first drawn towards the engine and afterwards thrown back from it. His cap was blown away, as he was told, into the Great Western yard; his face was covered with mud and water; he staggered back into the tender, and he lost consciousness for a short period. A breaksman who was near the engine on the station platform, was much hurt, and was sent to the hospital; and a passenger in the train due at Bishop's Road from Farringdon Street at 9.3, which was coming into the station two minutes late as the explosion occurred, was severely injured.

This train was in the act of drawing up at the opposite platform, the engine and one carriage having already passed, and the second carriage having been opposite to the engine when it exploded; but there was, fortunately, an intermediate line of rails between that on which it was travelling and that on which the engine stood. The second carriage of it, No. 29, third class, was damaged in many ways, a door and panel having been broken, as well as 14 quarter lights, 4 roof glasses, 2 steps, and 4 ventilators over the doors; and one of the partitions having been disjointed. The gas-container on the roof was also torn in three places, and the outside box completely destroyed on one side. Two other carriages were slightly damaged.

The roof of the station over the engine was blown

to pieces, and portions of it were thrown into the Great Western yard, to the other side of the incoming train above referred to. The screen at the end of the roof fell upon the engine. The wall of the staircase leading to the foot-bridge over the line (on the platform side of the engine) was shattered, and the gate at the bottom of the stairs was knocked down and broken to pieces.

No. 138 was a six-wheel-coupled engine, with wheels 5 feet in diameter, and a wheel-base of 14 feet 6 inches. The cylinders were 16 inches in diameter, and the stroke was 22 inches. The weight on the leading wheels was 10 tons 8 cwt., on the driving wheels 10 tons 6 cwt., and on the trailing wheels 6 tons 9 cwt. The barrel was composed of three rings, as shown in the accompanying diagram, with which the locomotive superintendent of the company has been so good as to furnish me,—was 3 feet 9 inches in diameter by 10 feet long,—and was composed of $\frac{3}{8}$ inch plates. Its bursting pressure when new may be estimated at 850 lbs. to the square inch through the whole plate, and 566 through the rivet holes. It contained 158 tubes, each 2 inches in diameter, having a superficial area of 815 feet; and the heating surface in the fire-box was 78 feet. There were 2 safety-valves, each 4 inches in diameter, of which one had received a severe blow, which fractured its shaft; and a pressure-gauge by Johnson and Varley, which stood at 17, instead of zero, after the explosion, but which was found when tested to work correctly up to pressures of 110 and 120 lbs. to the square inch.

The engine-driver had left the Great Northern running shed at Agar Town at 4.30 a.m. on the day in question. He took two trucks of coke to Farringdon Street, and left that station with a passenger train at 5.30 for Bishop's Road. He then ran two double trips with passenger trains between Bishop's Road and Farringdon Street, and returned to the former station about 9.20. He shunted his train from the down to the up platform, took water in the tender, was coupled to the 9.50 train, and was about to start with that train, as I have above described, when the explosion occurred. The engine had been blowing off steam strongly at Agar Town in the morning, and the pressure gauge then indicated 120 lbs. to the square inch,—the maximum at which the engine was worked; but a pressure of 70 lbs. only was indicated when the engine reached Bishop's Road at 9.20, and of 110 lbs., according to the engine driver, when the engine exploded. The gauge-glass was from a half to three parts full, showing an ample supply of water in the boiler; there was no appearance of a leak; and all seemed to be in good order.

This engine was delivered to the Great Northern Company in November 1850, by Messrs. Hawthorn, of Newcastle-on-Tyne. Besides other repairs that it has received, three new plates were inserted in the bottom of the barrel, and a fresh set of tubes supplied in January 1854; a new iron tube-plate was put in, and other repairs done, in July 1854; a new set of tubes was inserted in May 1856; a patch was added on the right of the barrel in December 1859; a copper patch under the fire-hole door, and seven new stays, in August 1860; a copper patch in the fire-box, and new dome-cover, in November 1861; a second-hand set of tubes were inserted in December 1861; a quantity of copper stays in the fire-box in February 1862; a patch on the left side of the barrel near the smoke-box in January 1863, as well as a copper patch on the fire-box, and another set of second-hand tubes. A new exhaust gear was fitted up in August 1863, preparatory to the engine's being employed on the Metropolitan Railway; and the boiler was examined along the seams of rivets through certain of the tube-holes in January 1863. The tubes previously inserted in these holes had been left out, and the holes had been plugged, in order that they might serve for occasional examination.

The duty which the engine performed during the

intervals which elapsed between the different periods of internal examination, were as follows:—

Period of Examination.	Intervals.		
	Yrs.	Months,	
November 1850 to 27 January 1854.	}	4	2
30 May 1856 - - -		2	4
12 December 1861 - -		5	7
16 January 1863 - - -		1	1
18 July 1863 - - -			6
9 May 1864 (explosion)			10
	14	6	248,243

Very little if any importance can be attached to the examination made as above in July 1863, because the tubes were not then taken out of the boiler. It is not safe to depend upon an examination made by merely looking through a hole in the tube-plate, as was then done, (with a light inside the boiler,) while the boiler is full of tubes. In order to discover the defects which may be expected, or which must be looked for, it is necessary that the interior should be thoroughly cleaned and the scale hammered off, and even then it is frequently difficult to discover them, when a better opportunity of close examination is thus afforded after the removal of the tubes. But it is certain that the defects which caused the explosion, as I shall presently describe, ought to have been discovered during the previous period in January 1863, when an opportunity for more thorough examination was afforded, and that the plate which ultimately failed ought not then to have been permitted to remain in the boiler.

The explosion took effect upon the upper portions of the middle and fire-box rings of the barrel, but principally upon the former; and the shape and dimensions of the different fragments are shown very distinctly in the diagram. The smoke-box ring and the fire-box were almost uninjured. The steam-pipe and three of the tubes were fractured, and of the remaining tubes some were bent upwards and spread out sideways.

The fragment marked A, with portions of the sheet-covering and a piece of the cast-iron dome cover, flew over the incoming train into the Great Western Station yard. The fragment A fell through the Great Western roof 127 yards on the south-east of the engine, and cut a piece out of the hat of a cabman, who was waiting on the edge of the arrival platform for an expected train. The dome, torn away partly at the rivet holes, but principally through the plates connected with it, was thrown in a nearly opposite direction to a distance of 404 feet. The fragment E, with a long stay attached to it, from the right of the engine (as it was standing tender first, or left of the train), was doubled down and thrown off to the right, falling between the engine and the staircase above referred to, leading to the foot-bridge over the railway. The fragment D, in front of it, and also on the right of the engine, was thrown over the engine, and fell 7 yards to the left and 34 yards in front of it. The fragment B, from the left of the engine, fell down opposite to the engine and on the left, only 10 yards from it.

It will thus be seen that the principal force of the steam was exerted on the middle ring, and it was apparent on examination of the fragments that the weakest parts of the boiler were also in that ring. The upper plate was placed outside the lower plate of that ring, and corrosion had been more or less active above the longitudinal seams of rivets on both sides. That plate was, however, far less corroded on the right side, while on the left side it had been so far eaten through as fully to account for the explosion. A groove extended for rather more than two

feet above the seam of rivets, along which the metal had been reduced from the original thickness of $\frac{3}{8}$ " to the following dimensions :

	Inches.
At 9 $\frac{1}{2}$ " , measured from the centre of the vertical joint in front of the middle ring, the thickness was	$\frac{1}{8}$ "
At 14' - - - - -	$\frac{1}{8}$ " full.
At 16 $\frac{3}{4}$ " to 19" Very little metal left holding.	$\frac{1}{8}$ " full.
At 20' - - - - -	$\frac{1}{8}$ " bare.
At 22" - - - - -	$\frac{3}{8}$ "
At 24" - - - - -	$\frac{3}{8}$ "
At 26" - - - - -	$\frac{3}{8}$ "

This upper plate of the middle ring, which had been for 14 years and 6 months in the boiler, must, as I have already intimated, have been in such a state at the time of the examination of January 1863, sixteen months before the explosion, that it ought then to have been condemned ; and I can only suppose that its condition was overlooked when that examination was made.

This is one of three cases which I have now under report of the same description. The cylindrical portions of the boilers of locomotive engines belonging to three of the principal Railway Companies,—the Great Northern, the Midland, and the London and North-western,—all exploded during the past month of May from the same cause, namely, channeling along the upper edges of longitudinal joints. I have also had occasion to report to their Lordships upon four other cases within the last three years,—two upon the London and North-western, one upon the North-eastern, and one upon the Great Western Railway,—in all of which the barrels of locomotive boilers have been similarly eaten through until explosion occurred ; and these seven cases represent a more serious amount of risk than would appear at first sight, that is daily incurred by the officers and servants of railway companies as well as by the public. Of the 6,500 locomotive engines and upwards which are in use on the passenger railways of the United Kingdom, a large proportion are affected by corrosion to an extent which is more or less dangerous. For every engine that explodes, there are a great number of others which have been much weakened from this cause, and which are kept working with a less margin of safety than ought always to be preserved between ordinary pressure and bursting pressure.

Corrosion, which is always treacherous in its action upon iron, is favoured in locomotive boilers by constant mechanical, chemical, and galvanic action. The expansion and contraction of the material from differences of pressure and temperature, and the alterations of shape (when the barrels of these boilers are not truly cylindrical) under different pressures, cause new surfaces to be exposed to the oxygen, and perhaps also to the acids in the water, near the joints and the stays, and at all those parts at which there is extra stiffness. A combination of chemical and mechanical action is thus maintained, and these are assisted by the galvanic action which is set up as the joint effect of the different materials commonly employed in the boiler, namely, copper for the fire-box, brass (frequently) for the tubes, and iron for the shell. The effect upon the interior of the shell is more or less rapid according to the quality of the water, the mileage duty performed by the engine, the quality of the material in the boiler, the manner in which it is constructed, and the pressure at which it is worked.

The durability of the barrels of locomotive boilers varies under these circumstances from 5 to 20 years, and is entirely beyond the reach of calculation when the ordinary modes of construction are employed. Internal examination can only be satisfactorily performed when the tubes are taken out, at intervals which are usually measured by years, and which extend frequently over more than seven years. The plates are not always renewed sufficiently soon on

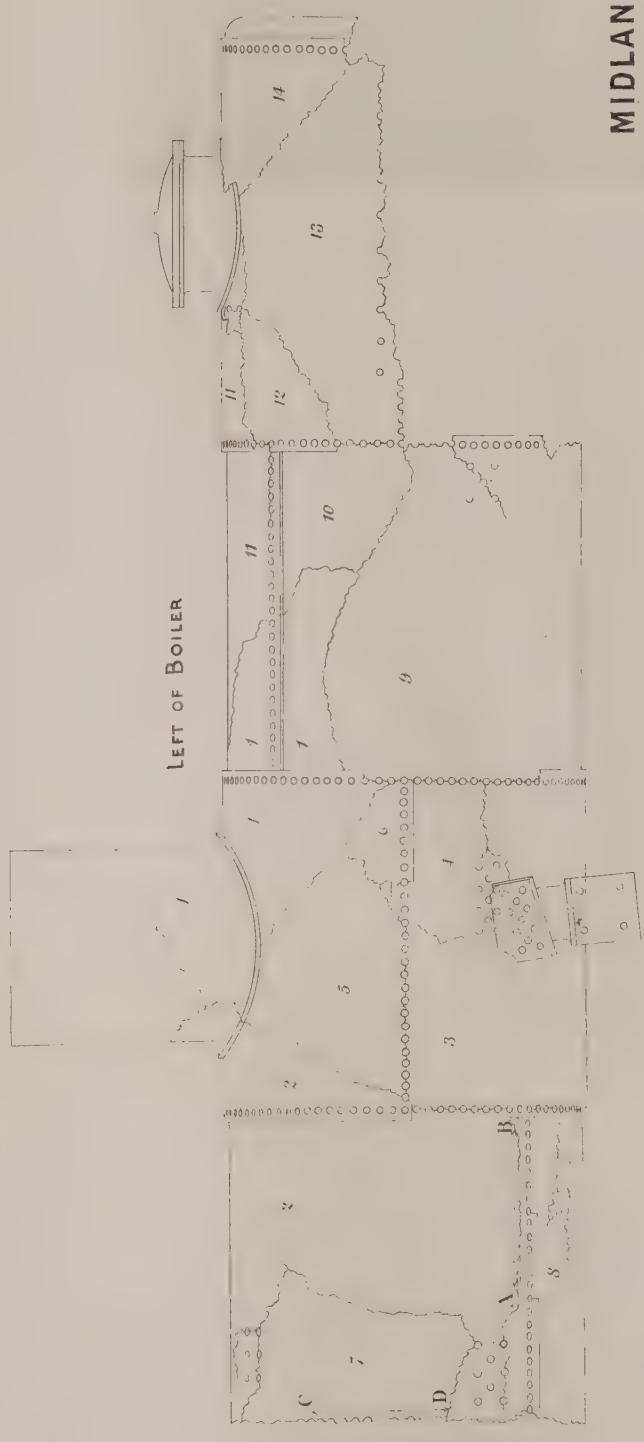
defects being first observed in them, and the boiler may or may not be so much weakened before the next period for examination arrives as to explode, as the engines above referred to have done, at its ordinary working pressure.

There are several measures which may be adopted to remedy this state of things, by the application of which the boilers may be made to last longer and to work more safely, and by which such explosions may be altogether prevented.

As regards construction,—(1.) The barrels should be made more perfectly cylindrical by the use of butt-joints and cover-strips in place of the lap-joints more commonly used. (2.) The longitudinal joints should be placed in all cases above the water line instead of below it, so as to prevent the risk of corrosion from the different actions previously referred to ; and there is no necessity for having more than one longitudinal joint in each ring. (3.) The boiler should be firmly attached to the framing at one end only, the other end being allowed to slide backwards and forwards to allow for changes of temperature, as is now frequently, but by no means always done. (4.) The barrels should be strengthened at the vertical (or transverse) joints, and at intermediate intervals, either by the addition of belts, or by the use of plates rolled thicker in the middle as well as at their edges. In the analogous, though opposite, case of the internal flues of stationary boilers, a similar mode of providing against collapse has often been recommended, and has sometimes been employed with great success, by strengthening them with angle-iron or T iron rings applied at intervals. A locomotive boiler thus reinforced in a proper manner would leak when the plates had been eaten through by corrosion between the strengthening belts, but could never explode.

As regards examination and renewal, I am of opinion that a longer period than three years should not in any case be allowed to elapse without a thorough internal examination, and that no plate should be allowed to remain in a locomotive boiler to wear out another set of tubes on which distinct indications of channeling are observable. It is impossible to doubt that the weakened plates at the first lines of fracture of each of the three engines on which I am now specially reporting, must at the previous examinations of the interior of the boilers have been in a condition in which they ought then to have been renewed, or to believe that this weakness would not at once have been discovered if they had been carefully tested at any time during the previous six months by hydraulic pressure, up to—say 50 per cent. above the pressure at which they were respectively worked. The locomotive superintendents on some of the railways in this country employ the hydraulic test whenever an engine comes in for repair, while others object to it on the score of its being useless or dangerous ; and it is not periodically employed on any one of the railways above referred to on which these seven explosions have occurred. It is undoubtedly simple, safe, and inexpensive, and is habitually employed on the Continent. There can be no apprehensions of danger in connexion with it, by unduly straining any of the parts, provided the bursting pressure of the boiler is a sufficient multiple of its working pressure ; or in other words, provided a factor of safety—say of six for a new engine and four in an old one—be allowed and maintained. Such a test is, indeed, more necessary now than it would be if the improvements in construction to which I have above adverted were universally adopted. It is clear that improvement is needed in a system which will allow of three explosions in one month on passenger railways from such defects ; and I do not hesitate to say that there is no excuse in the present state of our knowledge for the explosion of a locomotive engine boiler from this or any other cause. Stationary boilers are frequently constructed by and entrusted to manufacturers and stokers who are comparatively unscientific and irresponsible, but the officers and servants who are employed in the locomotive depart-





MIDLAND ENGINE N^o 356.

Exploded May 5th 1864.



REFERENCE.

1. Blown backwards to the left, at an angle of about 45 deg. to the distance of 300 yards.
2. In the same direction as 1, the distance 500 yards.
3. Blown down on the machinery.
- 4, 5, 6 and 7. Blown 100 yards to the left.
8. Attached to the Bracket at the Smoke Box end.
9. Blown down on the Crank Axle and Machinery.
- 10 and 12. Not known.
11. Blown 40 yards to the right.
13. D^o 100 yards to the left.
14. D^o into the Tender.
15. D^o 150 yards to the right.
16. Left on Middle Bracket.

Scale: $\frac{1}{2}$ in. = 1 foot.

ments of railway companies are of a higher class; and it may fairly be expected of them that they will not allow the temptations of high pressure, which is exceedingly economical, or the want of a new plate in a boiler, to interfere with the safety of the public. There should not merely be no risk of these engines actually exploding, but no portion of them should ever be allowed to come within a margin—say of four to

one, as between their bursting and their ordinary working pressures.

I have the honour to be, Sir,
Your obedient servant,
H. W. TYLER,
Capt. R.E.

*The Secretary to the
Board of Trade,
Whitehall.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the explosion of the boiler of a locomotive engine which occurred on the 5th May, at the Colne Station of the Midland Railway.

My Lords trust that the report will receive the careful consideration of the Directors.

I am, &c.

*The Secretary of the
Midland Railway
Company.* (Signed) JAMES BOOTH.

SIR, No. 1, Whitehall, 29th June 1864.

IN compliance with the instructions contained in your minute of the 10th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th ultimo at Colne on the Midland Railway, from the explosion of the boiler of a locomotive engine.

The engine in question, No. 356, left Leeds at 9.30 p.m. on the 4th May for Copley Hill, and returned to Leeds at 10.20. It started from Leeds again at 11.5 with a goods train for Colne, and reached that place about 2 a.m. on the 5th. It waited there for twenty minutes or half an hour for a goods train from Manchester; and it was employed after the arrival of that train in shunting and preparing for the return journey to Leeds. It had been blowing off steam from the safety valves nearly all night, but was not doing so at this time. A train of 13 loaded and 4 empty waggons had been formed; and the engine stood in front of them, 150 yards from the passenger platform, or half-way between the platform and the engine-house. The guard was about to tell the engine driver that he was ready to start, and the driver was oiling the right, and the fireman the left side of the engine before going away, when the explosion occurred. The feed had been turned off about 10 minutes previously, because the boiler was full of water, the water reaching the top of the gauge-glass.

The engine driver was found under a waggon nearly opposite to the engine, quite dead. A part of his skull was carried away, and he received severe cuts on his right thigh and left side. The fireman was blown away nearly 100 yards, and rendered unconscious. He was not struck by any of the fragments, but was so much injured internally that he has not been able to return to his work. An old woman who was in bed in a cottage about a quarter of a mile from the spot, received a contusion on the leg from a portion which fell through the roof.

No. 356 was a six-wheel-coupled goods engine, with cylinders 16" in diameter, and a stroke of 24 inches. The wheels were 5 feet in diameter. The barrel of the boiler was 11 feet 6 inches long, by 4 feet 3 inches in

diameter, and was constructed of $\frac{7}{16}$ " plates. The heating surface was 110 square feet in the firebox, and 1000 square feet in the tubes, of which there were 184, each 2" in (outside) diameter and Nos. 10 and 13 wire gauge at their fire-box and smoke-box ends respectively. There were two safety valves, each 4" in diameter, provided with ferules, and placed on the dome. The boiler was supplied with a Smith's pressure gauge and was worked to a pressure of 140lbs. to the square inch above that of the atmosphere, the maximum in use on the Midland Railway. It was increased to this pressure in November 1863, from 120lbs. at which it had previously been employed. The pressure gauge was new in February last, and when tested in my presence by a mercurial column, after the explosion, up to a pressure of 180lbs. to the square inch, it worked correctly.

This engine was supplied to the Midland Railway Company by Messrs. Kitson, of Leeds, in January 1854, about the same time as nine others made to the same specification. It was retubed in December 1856, after running 66,600 miles; again in July 1860, after running 65,056 miles; again in January 1862, after running 32,648 miles; and it had run 48,335 miles in the 2 years and 4 months between January 1862 and the 5th May 1864, when it exploded, making a total distance of 212,639 miles.

The boiler had also received the following repairs:—In June 1860, the roof-stays were taken off and repaired with 48 bolts and nuts. The fire-hole plate received 66, and the tube plate 18 copper stays. Nine pieces of T iron were riveted to the boiler and shell. A new fire-hole ring was added, with 28 iron rivets. Two copper plugs were inserted in the tube-plate, and 20 in the fire-box shell. The smoke-box front and angle-iron frame were renewed, and the partition was caulked. In January 1862, the fire-hole plate was repaired with 8, and the tube plate with 1 copper stays. Three copper patches were placed over the mud-holes in the fire-box shell with 16 copper studs. Twelve iron rivets and four copper plugs were placed in the tube-plate; and four longitudinal iron stays were inserted through the boiler.

The explosion took effect on the barrel of the boiler, which was constructed in three rings, and on the outer shell of the fire-box, which was continuous with the upper part of the barrel. These parts were blown away in 16 larger, and a number of smaller pieces, and the directions of the lines of fracture as well as their number is indicative of high pressure and consequently great violence. They are well shown in the accompanying diagrams, with which the locomotive engineer of the company has been so good as to supply me.

The fragment marked No. 1, containing the dome and portions of the middle and fire-box rings, flew about 300 yards to the left rear of the engine. That marked No. 2, comprising the greater part of the smoke-box ring and portions of the middle ring, flew about 500 yards in the same direction. No. 3, from the bottom of the middle ring, was blown down upon and destroyed the machinery. Nos. 4, 5, 6, and 7, from the middle and smoke-box rings, flew about 100 yards to the left. No. 8, from under the smoke-box ring, remained on the massive bracket which had been affixed to that ring, which flew against the side of

a house on the right, and which fell in the garden, 20 or 30 yards from the engine. No. 9, from under the fire-box ring, was blown down upon the crank-axle, and fractured it. No. 11, comprising the greater part of the right, and a smaller part of the left side of the fire-box ring, and portions of the shell of the fire-box, was found about 40 yards to the right of the engine. Nos. 10 and 12, from the left of the smoke-box ring and the fire-box shell, were only brought in a fortnight after the explosion, and it is not known where they were found. No. 13, from the left of the fire-box shell, flew about 100 yards to the left. No. 14, behind it, fell back into the tender. No. 15, opposite to them, fell 150 yards to the right; and No. 16 was left on the angle bracket by which the middle ring was attached to the framing.

The rails on which the driving-wheels stood were fractured, as well as the framing on both sides of the engine. The leading axle was bent. The tubes which remained in the engine were bent outwards pretty equally on both sides, while of the few that were missing rather more of them had been torn away from the right than from the left.

In examining the remains of the boiler, I find that by far the weakest lines on which it has been fractured are those on the left side of the smoke-box ring; extending, as marked on the diagram, for about 2 feet horizontally (A B) above the longitudinal seam of rivets, and for a similar distance vertically (C D) along the front of the same (the upper) plate of that ring. Extensive corrosion had taken place along those lines, and especially on the horizontal line (A B) above referred to, so much so that the boiler had been nearly eaten through in parts of it. The lower plate of the same ring was also deeply pitted and therefore much weakened. I have no doubt that the boiler opened first along the line A B, and that all the other lines of fracture were either in continuation of that one or consequent upon it. The fragments No. 2 contiguous to that fracture were, as I have above stated, thrown to a greater distance than any of the other fragments, about 500 yards from the engine; but it is singular that these portions of plate, the greater part of which were originally in the right front, should have been thrown to the left rear of the engine, in consequence, apparently, of their hold upon the left side above the original fracture having been greater than their hold upon the right and lower portion. The part of the upper plate which had formed the lap, which had remained affixed to the lower plate at A B, and which was on the lower side of that line of fracture, had been cut off the lower plate, and could not be found when I saw the *débris* of the engine. The different portions had at that time been rebent into their former shape, and put together for inspection in their proper positions.

The bursting pressure of this boiler may be estimated to have been 850lbs. to the square inch through the whole plate when it was new; and 580lbs. to the square inch through the rivet holes. The working pressure of 120lbs. to the square inch was quite allowable when the engine was new, but it was clearly imprudent to increase it in November last to 140lbs. to the square inch, after the engine had been employed for $9\frac{1}{2}$ years, and had run 200,000 miles.

The boiler was not provided with a Giffard's injector. It was fixed to the framing at both ends, and attached to a bracket near to the line of greatest corrosion; and the feedwater entered near where the corrosion was greatest.

This is one of three cases of the same description which I have now under report. The cylindrical portions of the boilers of locomotive engines belonging to three of the principal railway companies, the Great Northern, the Midland, and the London and North-western, all exploded during the month of May from the same cause, namely, channeling along the upper edges of longitudinal joints. It has also been my duty to report to their Lordships

upon four other cases within the last three years, two upon the London and North-western, one upon the North-eastern, and one upon the Great Western Railway, in all of which the barrels of locomotive boilers have been similarly eaten through until explosion occurred. And these seven cases represent a more serious amount of risk than would appear at first sight, that is daily incurred by the officers and servants of railway companies as well as by the public. Of the 6,500 locomotive engines and upwards, which are in use on the railways of the United Kingdom, a large proportion are affected by corrosion to an extent which is more or less dangerous. For every engine that explodes there are a great number of others which have been much weakened from this cause, and which are constantly working with a less margin of safety that ought always to be preserved between ordinary pressure and bursting pressure.

Corrosion, which is always treacherous in its effect upon iron, is favoured in locomotive boilers by mechanical, chemical, and galvanic action. The expansion and contraction of the material from differences of pressure and temperature,—and the alterations of shape, when the barrels of these boilers are not truly cylindrical, under different pressures,—cause new surfaces to be continually exposed to the oxygen, and perhaps also to the acids, in the water, near the joints and the stays, and at all those parts at which there is extra stiffness. A combination of mechanical and chemical action is thus maintained, and these are assisted by the galvanic action which is set up by the joint effect of the different materials commonly employed in the boiler—namely, copper in the fire-box, brass (frequently) for the tubes, and iron for the shell. The effect upon the interior of the shell is more or less rapid according to the quality of the water, the mileage duty performed by the engine, the quality of the material in the boiler, the manner in which it is constructed, and the pressure at which it is worked.

The durability of the barrels of locomotive boilers varies under these circumstances from 5 to 20 years, and is entirely beyond the reach of calculation when the ordinary modes of construction are employed. Internal examination can only be satisfactorily performed when the tubes are taken out, at intervals which are usually measured by years, and which frequently extend over more than seven years. The plates are not always renewed sufficiently soon on defects being observed in them, and the boiler may or may not be so much weakened before the next period for examination arrives as to explode, as the engines above referred to have done, at its ordinary working pressure.

There are several measures which may be adopted to remedy this state of things, by the application of which the boilers may be made to last longer, and to work more safely, and by which such explosions may be altogether prevented.

As regards construction, (1) the barrels should be made more perfectly cylindrical by the use of butt-joints and cover-strips in place of the lap-joints more commonly used. (2) The longitudinal joints should be placed in all cases above the water-line instead of below it, so as to prevent the risk of corrosion from the different actions previously referred to; and there is no necessity for having more than one longitudinal joint in each ring. (3) The boiler should be firmly attached to the framing at one end only, the other end being allowed to slide backwards and forwards, to allow for expansion and contraction from changes of temperature, as is now frequently, but by no means always, done. (4) The barrel should be strengthened at the vertical (or transverse) joints, and at intermediate intervals, either by the addition of belts or by the use of plates rolled thicker in the middle as well as at their edges. In the analogous, though opposite, case of the internal flues of stationary boilers, a similar mode of providing against collapse has often been recommended, and has sometimes been employed with great

success, by strengthening them with angle-iron or T iron rings applied at intervals. A locomotive boiler thus reinforced in a proper manner, would leak when the plates had been eaten through by corrosion between the strengthening belts, but could never explode.

As regards examination and renewal, I am of opinion that a longer period than three years should not in any case be allowed to elapse without a thorough internal examination, and that no plate should be allowed to remain in a locomotive boiler—to wear out another set of tubes—on which distinct indications of channeling are observable. It is impossible to doubt that the weakened plates at the first lines of fracture of each of the three engines on which I am now specially reporting, must at the previous examinations of the interior of the boilers have been in a condition in which they ought then to have been renewed, or to believe that their weakness would not at once have been discovered if they had been carefully tested at any time during the previous six months by hydraulic pressure up to—say 50 per cent. above the pressures at which they were respectively worked. The locomotive superintendents on some of the railways in this country employ the hydraulic test whenever an engine comes in for repair, while others object to it on the score of its being useless or dangerous; and it is not periodically employed on any one of the railways above referred to on which these seven explosions have occurred. It is undoubtedly simple, safe, and inexpensive, and is habitually employed on the Continent. There can be no apprehension of danger in connexion with it, by unduly straining any of the parts, provided the

bursting pressure of the boiler is a sufficient multiple of its working pressure, or, in other words, provided a factor of safety—say of 6 for a new engine and of 4 in an old one—be allowed and maintained. Such a test is, indeed, more necessary now than it would be if the improvements in construction to which I have above adverted were universally adopted. It is clear that improvement is required in a system which will allow of three explosions in one month on passenger railways from such defects, and I do not hesitate to say that there is no excuse in the present state of our knowledge for the explosion of a locomotive engine from this or any other cause.

Stationary boilers are frequently constructed by, and entrusted to, manufacturers and stokers, who are comparatively unscientific and irresponsible; but the officers and servants who are employed in the locomotive departments of railway companies are of a higher class, and it may fairly be expected of them that they will not allow the temptations of high pressure, which is exceedingly economical, or the want of a new plate in a boiler, to interfere with the safety of the public.

There should not merely be no risk of these engines actually exploding, but no portion of them should ever be allowed to come within a margin, say of 4 to 1, as between their bursting and their ordinary working pressures.

I have, &c.

(Signed)

H. W. TYLER,

Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 6th June 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the consideration of the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to enquire into the circumstances connected with the collision which occurred at the Nottingham station of the Midland railway on the 12th ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary
of the Midland
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 3d June 1864.*

SIR,

I HAVE the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 27th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the Midland Railway on the 12th May, between a passenger train and a shunting engine, close to the Wilford Road Bridge, at the points connecting the goods yard with the main line, near Nottingham Station, when 10 passengers were injured, two of them seriously, who are said now to be doing well, and of whom one passenger has since died, although his death is thought to have been caused by natural causes, and not to have been accelerated by the shake he received when the collision took place. The guard of the passenger train was also injured.

It appears that as the 8.15 p.m. passenger train from Derby to Nottingham was approaching the Nottingham station on the 12th ultimo, the driver

whistled for the signals at the Mansfield Junction to be taken off, and this was done, both at the Mansfield junction and at the signal situated close to the north side of the Wilfred Road Bridge, before the train passed the Mansfield junction, distant near a mile from Nottingham station. The driver states that he shut off the steam at about the same distance, and continued to run on towards the Nottingham station, until, as he was about to pass under the Wilford Road Bridge, he perceived the red light on the buffer plank of the shunting engine coming on to the road on which he was running, and he had only time to put the reversing lever into back-gear before the collision took place, about 20 yards north of Wilford Road Bridge. The fireman says that he applied the tender break; and all parties agree in stating that the passenger train was not travelling more than from six to eight miles an hour at the time the collision occurred. No blame can be attributed to the servants of the Company with the passenger train, and the explanation of the cause of the collision is as follows:—In the Nottingham goods yard it is admitted that there is such a large amount of traffic that shunting of waggons, &c. is going on all day and all night, but the length of the sidings north of the Wilford Road Bridge and south of the Queen's Road level crossing is not sufficient to allow that shunting to be done without coming out on and fouling the main line. The regulations direct that no engine is to be permitted to come out of the goods yard on to the main line without receiving a distinct permission from the signalman in charge of the signals, in this case situated near the Wilford Road Bridge; but it appears that a practise has prevailed for some time, and it is even alleged had existed for years, for the drivers of the shunting engine to come out on to the main line frequently without obtaining a distinct signal permitting them to do so, and that on this occasion about 8.40 p.m. the driver got permission from the signalman to come out on to the main line after the previous

passenger train to Nottingham station had gone by, and he continued to go on with his work of shunting, passing out on to the main line and returning to the siding several times, without getting a distinct permissive signal to do so, and he was in the act of coming out about 8.50 p.m. as usual, as there was no red light from the signalman's hand-lamp exhibited to prevent him from coming out (the practice followed by night while a red flag was used by day), when the passenger train arrived, and the two engines came in contact; the trailing wheels of the passenger engine and the leading and driving wheels of the shunting engine were thrown off the rails, and both engines were somewhat damaged.

I did not see the signalman who had been on duty, as he, with two others, had been dismissed by the directors for this breach of the regulations, and for which two drivers were also put back to do duty as firemen; but I understand that he states that he shewed a red light to the driver of the shunting engine to indicate to him that he must not come out from the goods yard, and kept it in that position until the passenger train was close up to the Wilford Road Bridge, and then he went to the points to steady them for the passenger train to run over them, and to show

a white light to that train. The driver of the shunting engine was looking round his engine, and the fireman did not see the red light, if any was shown, and he moved the engine until it was foul of the main line, and the collision took place.

I do not pretend to say how long such a vicious system has been followed, but if it has been in existence for years. The Midland Railway Company have been very fortunate that a worse collision than that which occurred on the 12th May had not sooner occurred. It is somewhat difficult to believe that if proper supervision in the yard had been exercised by the station-master and inspector such a system of working could have been followed for any length of time without being discovered.

One thing is quite manifest, and that is that the arrangements of sidings in the goods yard should be changed, so that the shunting that is going on all day and all night may be carried on without at all fouling the main line, and there is no difficulty in making such a change.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

W. YOLLAND,
Col.

NORTH-BRITISH.

ST. ANDREW'S RAILWAYS.

*Board of Trade
(Railway Department),
Whitehall, July 9, 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the North British Railway Company [St. Andrew's Railway Company], the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train on the St. Andrews Railway on the 16th May last.

My Lords trust that the recommendations contained in the report will receive the careful consideration of the directors.

I am, &c.
JAMES BOOTH,

*The Secretary of the
North British Railway
Company.*

[*The Secretary of the
St. Andrew's Railway
Company.*]

SIR,

Dolphinton, 2nd July 1864.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your Minute of the 7th ultimo, I have inquired into the circumstances which attended the accident that occurred on the 16th May 1864 on the St. Andrew's Railway. I have examined the line, and that part of the North British Railway, adjacent to Leuchars Station.

A train consisting of tender in front, engine, one guard's van, one second, one first, and one third-class carriage, coupled in the order stated, left Leuchars Station at 3.30 p.m. on the day named.

It left Guard's Bridge, about 3.39 p.m., being about five minutes late at both stations. About 300 yards beyond Guard's Bridge, the tender left the rails on the outside of a 30 chain curve, the engine followed, and the leading wheels of the guard's van, next to the engine, also got off the rails. All the passenger carriages remained on, and none of the passengers are reported to have been injured.

The train was travelling at about 10 or 12 miles per hour, on a rising gradient of 1 in 409. The off leading wheel of the tender appears to have struck the end of a rail, where the key of the joint chair had dropped out. It ran for a short distance along the top of the rail, then dropped on the off side and continued to diverge from the line of rails till it struck the bank about 30 yards beyond. Several lengths of rail were bent and several chairs broken. The engine that drew the train is a light six-wheeled engine. The leading and driving wheels are coupled together.

The cylinders are 12 inches diameter and the stroke is 16 inches.

The leading wheels are 4 feet diameter, bearing about 6 tons.

The driving	do.	4 do.	7 tons.
Trailing	do.	3 feet	3 tons.

The wheel base is 10 feet 8 inches.

The tender weighs about 9 tons and has a wheel base of 5 feet 9 inches.

There is no turntable at St. Andrews, so that the engine always works tender foremost in going down. It would be desirable that this line should be worked with a light tank engine.

The line itself is of very light and poor construction. The rails are single headed, in lengths of 16 feet, and weighed 65 lbs. per yard lineal when laid down about 12 years since. They are considerably worn. The joint chairs weigh 22 lbs. and the intermediate chairs 15 lbs. each. They are weak, too narrow in the throat to admit a good key, and reported to be continually breaking.

They were originally fastened to the sleepers with treenails, but a great number of spikes have now been substituted; the joints, in some cases, are still fastened with treenails only. All the keys are necessarily small, and many of them are loose. From the form of chair, length of bearing between the chairs (more particularly next the joints), and the consequent working of the rails, I do not think it would be possible to keep the keys tight. Many of the sleepers have been renewed, and though there are some worn out the majority are good. Several of the points are only about 7 feet long. These as well as the crossings are much worn. I consider that the whole permanent way wants renewing.

There are two wooden viaducts which have had considerable repairs; the cross beams on the Eden Viaduct are too weak. A 12 inch balk should be inserted between each of the present cross-beams.

There are no station signals, and the auxiliaries are too close to the station.

The North British line from the junction with the St. Andrews Railway to beyond Lenchars Station is also indifferent, and the rails, points, and crossings at the station are very bad indeed.

The Company have got some new rails on the ground for relaying the line, and the sooner it is

done the better. The junction with the St. Andrew's line should be formed as a double junction, and the signals and points connected. The present auxiliary signals are only about 90 and 200 yards from the point of junction. They should be removed to a much greater distance.

The accident of the 16th ult. was caused by the bad state of the St. Andrew's Railway.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade,*

*F. H. RICH,
Capt. R.E.*

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th July 1864.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 20th June at the Waverley Station Yard, Edinburgh.

I am, &c.

JAMES BOOTH.

*The Secretary to the
North British
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 14th July 1864.*

SIR,

IN compliance with the instructions contained in your minute of the 23rd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended the collision that occurred on the 20th June 1864, on the North British Railway, at the eastern end of the Waverley Station Yard, Edinburgh. Fourteen passengers are reported to have been injured, but none of them seriously.

The special goods train from Portobello to Edinburgh, which consisted of engine and tender, twelve loaded, three empty waggons, and a guard's van at the end of the train, arrived at the west telegraph station (which is situated at the eastern end of the Waverley Yard) at 4.17 p.m. on the 20th ultimo. As the station was blocked, and the signal at danger, it came to a stand, with the guard's van about 15 yards inside the signal post at the telegraph box, but did not pull up outside the danger signal, though the driver states that he approached at such speed as would have enabled him to pull up outside the signal, had it been necessary.

The North British Railway, as it approaches Edinburgh from the east, is worked by telegraph on the block system. The east telegraph station is about three miles from the west station at Waverley, and there is an intermediate station, called the central or St. Margaret's station, half way between the other two. Only one train is allowed to be on each of these sections at the same time.

Between the central and western station there is a tunnel about 600 yards long. The line rises towards Edinburgh on a gradient of 1 in 83. One end of the tunnel is about 150 yards from the west telegraph station, where the signals protecting the Waverley station are worked. The auxiliary or distant signal for the up line to Edinburgh is at the further end of the tunnel, about 750 yards from the west telegraph box. It is lowered for trains to pass into the tunnel so soon as a preceding train has passed beyond the

west telegraph station box, where there is a station signal. The drivers have orders to approach the west telegraph station at such low speed as to be able to stop, and the printed regulations of the Company are that they should pull up outside stationary signals at danger; but the signal man at the west telegraph station stated, that the signal at his box being kept on signified "that drivers were to draw up within it, though they should be prepared to stop at the signal," and the driver of the special goods had not stopped outside it. Nor does it appear that such was the usual practice. Now, as the tail of the special goods train was only about 15 yards within the signal, it was impossible for another train to get within it.

The passenger train, which is timed to leave Dunbar at 2.55 p.m., left at 3.5 p.m. on the 20th ult. It consisted of engine and tender, one horse box, two second, two first, one second class carriage, and guard's van, coupled in the order given. It left Portobello nine minutes late; the signals at the eastern and central telegraph stations, as well as the distant signal at the entrance of the tunnel, were at "all right," so that the driver knew the line to be clear up to the western telegraph station, situated at 150 yards from the other end of the tunnel, and should have approached it at such speed as to stop at it if necessary.

The train was late, and from the evidence of all parties it was travelling at great speed between Portobello and the west telegraph station. The day was showery and the rails greasy, the tunnel somewhat foul, so that it is probable that the signal at the west telegraph station was not seen by the driver of the passenger train till just before he got out of the tunnel, and that even then he did not notice the special train standing close inside the signal post. The distance from the tunnel to the signal post is only 150 yards; and though the gradient rises 1 in 83, the speed was such that the passenger train ran into the goods at the rate of about 10 or 12 miles per hour.

From the evidence it would appear that steam was shut off, and that the breaks were applied just before leaving the tunnel.

The guard of the passenger train states that he put on his break on entering the tunnel, but no reliance can be placed on this man's evidence.

The engine that drew the passenger train has 14 in. cylinders and 21 in. stroke. Her leading and driving wheels are 5 ft. diameter, and are coupled together; her trailing wheels are 3 ft. 3 in. The weights on each pair of wheels are 6 tons on the leading, 8 tons on the driving, and 4 tons on the trailing wheels. The distance between the centres of leading and trailing wheels is about 13 ft.

The cast-iron buffers in front and one heel buffer were broken, as well as the foot plate of tender, and the engine and all the carriages were somewhat shaken, the last carriage the most so. The guard's van of the goods train was smashed. The guard fortunately left it on seeing the passenger train approach. Several of the goods waggons were more or

less injured. The speed at which the passenger train was driven, and the short distance at which the danger signal can be seen when the tunnel is foul, appear to have caused the collision.

The North British Station at Edinburgh is much too confined for the traffic which it has to accommodate. It could be much improved by obtaining the whole or a part of the present market adjacent to it, but I was informed that the Company cannot come to terms with the Corporation. A suggestion has been made to construct a passenger station at the south side of the town, and there is no doubt that something should be done, as the present station at Waverley is quite inadequate to the requirements of the town.

The system of taking off the distant or auxiliary signal at the east entrance of the tunnel so soon as a train is inside the station signal at the west telegraph

station is dangerous, as in cases like the present, where a train is standing close within the station signal, and that the tunnel is foul, the driver of a following train has only got about 150 yards to stop his train, which is not sufficient. I would recommend that the distant signal at the east end of the tunnel should be kept on till trains have passed 200 yards beyond the west telegraph station, and the station is clear to admit them. The trains are brought forward from the west telegraph station by hand signal. Some fixed signal, less liable to be mistaken, would be desirable.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary,
Railway Department,
Board of Trade,
Whitehall.*

RETURN to an Order of the Honourable The House of Commons,
dated 6 May 1864;—for,

RETURNS “ of the Number of Cases in which BONDS have been given to the
TREASURY to secure the Completion of RAILWAYS within the Time prescribed in
substitution for Money or Government Securities deposited with the Courts of
Chancery in *England* or *Ireland*, or the Court of Exchequer in *Scotland*, for the
same purpose, from the Year 1858 to 1863 inclusive :”

“ And, of the Number of Cases in which such BONDS have been FORFEITED, and
Amount of Money recovered thereon during the same Period.”

Number of Bonds - - - - - 155.

Number of Bonds Forfeited :—

From a Return made by the Board of Trade, dated 31st May 1864, it appears
that four cases, viz. :—

Leslie Railway,

Liskeard and Looe Railway,

St. Ives and West Cornwall Junction Railway, and

Tendring Hundred Railway,

the Conditions of the Bonds entered into by those Companies have not been
strictly complied with.

Amount of Money recovered under Forfeited Bonds - - - - - Nil.

Treasury Chambers, }
2 June 1864. }

F. P E E L.

RAILWAYS (DEPOSITS OF BONDS).

RETURNS of the Number of Cases in which BONDS have been given to the TREASURY to secure the Completion of RAILWAYS within the Time prescribed in substitution for Money or Government Securities deposited with the Courts of Chancery in *England* or *Ireland*, or the Court of Exchequer in *Scotland*, for the same purpose, from the Year 1858 to 1863 inclusive; and, of the Number of Cases in which such BONDS have been FORFEITED, and Amount of Money recovered thereon during the same Period.

(*Mr. Scourfield.*)

*

*Ordered, by The House of Commons, to be Printed,
June 1864.*

GALWAY EXTENSION RAILWAY.

RETURN to an Order of the Honourable The House of Commons,
dated 7 April 1864;—for,

RETURNS “ of the GROSS RECEIPTS of the GALWAY EXTENSION RAILWAY
from the 1st day of July 1853 to the 31st day of December 1863 :”

“ Of the COST of WORKING the LINE during the above Periods :”

“ Of the DEFICIT on the INTEREST during the above Periods which the
Counties of *Galway* and *Roscommon*, and County of the Town of *Galway*,
have made good :”

“ Of the MILEAGE of TRAINS during the above Periods :”

“ And, of the RECEIPTS of the 1st, 2d, and 3d Class PASSENGERS respectively
in each Half Year during the same Period ; together with the Dates at
which the Fares were Raised or Lowered, and the Amount of each such
Alteration of Fares (in continuation of Parliamentary Paper, No. 62, of
Session 1854).”

(*Mr. Gregory.*)

Ordered, by The House of Commons, to be Printed,
31 May 1864.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

RETURN showing the GROSS RECEIPTS of the GALWAY EXTENSION RAILWAY, from the 1st day of resulting therefrom, which the Counties of *Galway* and *Roscommon*, and the County of the Town of *Galway*; together with the Fares and the Amount of Alteration in same during above-mentioned

	GROSS RECEIPTS.	COST of WORKING.	DEFICIT of INTEREST.	MILEAGE.
	£. s. d.	£. s. d.	£. s. d.	
From 1 July - 1853 to 31 December 1853 -	13,942 8 6	8,514 8 6	3,322 1 -	80,098
" 1 January 1854 to 30 June - 1854 -	11,741 11 3	7,898 15 -	4,907 3 9	70,993
" 1 July - 1854 to 31 December 1854 -	14,132 5 4	7,414 18 4	1,507 13 -	76,450
" 1 January 1855 to 30 June - 1855 -	12,599 4 11	7,393 6 11	-	73,559
" 1 July - 1855 to 31 December 1855 -	15,962 1 5	7,840 7 8	-	76,372
" 1 January 1856 to 30 June - 1856 -	13,425 18 6	6,830 12 10	-	70,214
" 1 July - 1856 to 31 December 1856 -	15,850 - -	7,399 7 4	-	79,050
" 1 January 1857 to 30 June - 1857 -	14,773 14 6	7,089 14 8	-	75,830
" 1 July - 1857 to 31 December 1857 -	16,297 16 11	6,993 - 5	-	75,968
" 1 January 1858 to 30 June - 1858 -	14,817 12 3	6,656 17 1	-	72,005
" 1 July - 1858 to 31 December 1858 -	16,983 19 6	7,004 13 5	-	76,323
" 1 January 1859 to 30 June - 1859 -	16,453 6 3	7,769 8 8	-	85,132
" 1 July - 1859 to 31 December 1859 -	18,151 11 5	9,184 4 10	-	93,729
" 1 January 1860 to 30 June - 1860 -	16,701 9 1	9,457 12 9	-	89,409
" 1 July - 1860 to 31 December 1860 -	19,160 8 7	10,436 6 7	-	95,352
" 1 January 1861 to 30 June - 1861 -	17,717 11 -	10,414 11 9	-	99,635
" 1 July - 1861 to 31 December 1861 -	17,885 18 -	10,323 9 8	-	98,692
" 1 January 1862 to 30 June - 1862 -	15,307 18 4	10,045 8 5	943 7 10	93,947
" 1 July - 1862 to 31 December 1862 -	15,328 4 4	9,802 19 10	- * -	92,046
" 1 January 1863 to 30 June - 1863 -	14,573 16 4	9,395 14 4	- * -	88,778
" 1 July - 1863 to 31 December 1863 -	15,933 19 6	9,042 16 1	- * -	87,387
£.	327,740 15 11	176,908 15 1	10,680 5 7	1,750,973

* There are deficits in these years, but they have not yet been made good.

FARES.

PASSENGER FARES to 1st August 1860.

STATIONS -	BALLINASLOE.			WOODLAWN.			ATHENRY.			ORANMORE.			GALWAY.		
	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.
ATHLONE - - -	s. d. 2 6	s. d. 2 -	s. d. 1 2	s. d. 4 -	s. d. 3 3	s. d. 1 11	s. d. 5 6	s. d. 4 6	s. d. 2 11	s. d. 6 6	s. d. 5 3	s. d. 3 6	s. d. 7 6	s. d. 6 -	s. d. 4 -
BALLINASLOE - -				1 6	1 3	- 9	3 -	2 6	1 3	4 -	3 3	2 -	5 -	4 -	2 10
WOODLAWN - -							1 6	1 3	1 -	2 6	2 -	1 6	3 6	2 9	2 -
ATHENRY - -										1 -	- 9	- 6	2 -	1 6	1 -
ORANMORE - -													1 -	- 9	- -

Broadstone Station, Dublin, }
24 May 1864.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

July 1853 to the 31st day of December 1863; the Cost of Working same; the Deficit in the Interest of Galway, have made good; the Mileage of the Trains; the Receipts of the 1st, 2d, 3d, and 4th Class Periods.

PASSENGER RECEIPTS.

1st CLASS.			2d CLASS.			3d CLASS.			4th CLASS.		
Number.	Amount.		Number.	Amount.		Number.	Amount.		Number.	Amount.	
	£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.
7,470	1,320	5 10	21,458	2,425	- -	20,539	2,278	12 10	11,600	1,082	19 6
3,384	560	15 -	15,592	1,828	1 4	15,942	1,875	18 -	5,734	659	12 -
6,245½	1,421	18 5	19,065	2,692	3 2	26,304	2,587	2 2	2,789½	154	19 7
4,719½	1,058	13 11	16,983	2,259	14 2	17,696½	1,978	3 11	468	13	14 3
8,159	1,749	9 8	22,729	3,124	5 4	24,957½	2,737	4 2	3,288	154	15 3
5,318½	1,140	12 4	16,841½	2,131	10 11	19,204½	2,084	10 5	1,570	68	18 1
8,905	1,782	5 2	23,579	3,035	3 3	24,924½	2,570	9 2	5,601½	268	19 6
6,041½	1,291	7 9	15,953½	2,009	17 8	22,937	2,460	12 2	4,102	201	4 -
9,175	1,870	1 3	23,239½	3,035	17 3	28,487½	2,856	11 10	6,077½	305	9 11
5,950	1,255	18 11	15,276	1,947	6 4	21,717	2,154	13 -	3,835	182	19 -
0,142	2,105	12 6	21,520	2,964	11 10	30,523	2,959	5 6	6,612	327	9 11
7,553	1,558	14 7	17,161	2,212	18 11	28,923	2,773	1 8	4,819	234	18 6
1,031	2,260	- -	21,873	2,968	19 11	34,066	3,226	7 10	7,754	387	17 9
7,867	1,628	10 8	16,787	2,152	8 9	29,491	2,855	18 2	6,291	325	10 -
0,550	2,297	19 -	20,669	2,995	6 -	17,514	1,781	17 6	27,459	2,308	19 10
7,190	1,543	1 7	15,991	2,188	17 7	12,151	1,174	19 3	25,350	2,104	4 6
0,474	2,055	5 1	20,861	2,930	8 8	13,514	1,212	15 9	26,386	2,261	7 1
3,468	1,326	18 1	16,549	2,127	18 5	8,796	790	2 2	18,887	1,695	11 8
1,283	1,691	5 10	18,528	2,524	- 10	9,919	892	8 9	19,690	1,748	9 11
1,826	1,245	6 3	13,078	1,740	7 7	10,973	973	2 9	16,569	1,498	11 5
1,469	1,792	12 3	17,601	2,462	13 5	15,521	1,331	12 2	18,248	1,712	9 1
221	32,956	14 1	391,334½	51,757	11 4	434,100½	43,555	9 2	223,130½	17,699	- 9

FARES.

PASSENGER FARES on and after 1st August 1860.

STATIONS -	BALLINASLOE.				WOODLAWN.				ATHENRY.				ORANMORE.				GALWAY.			
	1st.	2d.	3d.	4th.	1st.	2d.	3d.	4th.	1st.	2d.	3d.	4th.	1st.	2d.	3d.	4th.	1st.	2d.	3d.	4th.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
BALLINASLOE - -	2 9	2 2	1 2	1 1	4 4	3 6	2 2	1 11	6 2	5 -	3 2	2 11	7 4	5 10	4 -	3 7	8 4	6 9	4 6	4 -
BALLINASLOE - -					1 10	1 6	1 -	- 9	3 6	2 10	2 -	1 9	4 8	3 8	2 8	2 5	5 6	4 6	3 2	2 10
WOODLAWN - -									2 -	1 6	1 2	- 11	3 4	2 4	1 10	1 7	4 -	3 -	2 4	2 -
ATHENRY - -													1 4	1 -	- 9	- 7	2 4	1 8	1 2	1 -
ORANMORE - -																	1 -	- 10	- 6	- 5

H. Beausne, Secretary.

GALWAY EXTENSION RAILWAY.

RETURN showing the GROSS RECEIPTS of the
GALWAY EXTENSION RAILWAY from 1 July 1853
to 31 December 1863; the COST of WORKING the
same; the DEFICIT in the INTEREST resulting there-
from which the Counties of *Galway* and *Roscommon*
and the County of the Town of *Galway* have made
good; the MISDEEDS of the TRAINS; and the
RECEIPTS of the 1st, 2d, 3d, and 4th Class PAS-
SENGERS; &c.

(*Mr. Gregory.*)

*Ordered, by The House of Commons, to be Printed,
31 May 1864.*

REPORT by Mr. FAIRBAIRN to the BOARD OF TRADE of his EXPERIMENTS for
ascertaining the STRENGTH of IRON STRUCTURES.

Presented to both Houses of Parliament, by Command of Her Majesty.

MY LORDS,

IN the year 1859 a small sum of money was granted by the Treasury for the purpose of ascertaining by direct experiment the effects of continued changes of load upon iron structures, and to what extent they could be loaded without danger to their ultimate security. Having completed the experiments I have now the honour to submit the results.

The experiments instituted for the purpose of ascertaining the value of wrought-iron riveted plates in the form of tubes, through which a railway train should pass, was a conception which led to a new era in the history of bridges, and ultimately effected the passage of the estuary of the Conway and the Menai Straits. These experiments gave not only the form and strength required for the construction of those colossal structures, but they developed an entirely new system of constructive art, and established the principle on which wrought-iron bridges should be made. Since then some thousands of bridges, many of them of great span, have been made, composed entirely of wrought iron, and are now in existence, supporting railways and common roads to an extent hitherto unknown in structures, which could not have been accomplished by any other description of material than that of malleable iron.

The construction of the Britannia and Conway bridges in the tubular form, led to others, such as the tubular girder, the plate and lattice girder, and other forms, all founded on the principle developed in the construction of the large tubes as they now span the Conway and Menai Straits. In the tubular bridges it was first designed that their ultimate strength should be six times the heaviest rolling load that could ever be laid upon them, after deducting half the weight of the tube. This was considered a fair margin of strength, but subsequent considerations, such as generally attend a new principle of construction with an untried material, induced an increase of strength, and instead of the ultimate powers of resistance being six times, it was increased, in some cases, to eight times the weight of the greatest load.

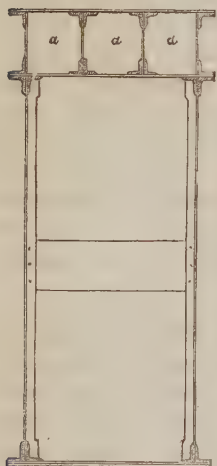
The stability and great success of these bridges gave increased confidence to the engineer and the public, and for several years the resistance of six times the heaviest load was considered an amply sufficient margin of strength.

Owing to the success of these undertakings, there was a general demand for wrought-iron bridges in every direction, and numbers were made without any regard to first principles or to the law of proportion which should be observed in the sectional areas of the top and bottom flanges, so clearly and satisfactorily shown in the early experiments. The result of this was a number of weak bridges, and many of them so disproportioned in the distribution of the material as to be almost at the point of rupture, with little more than double the permanent load. These discrepancies, and the erroneous system of contractors tendering by weight, led not only to defects in the principle of construction, but the introduction of bad iron, and in many cases equally bad workmanship. Now, there is no construction which requires greater care and more minute attention to sound principles than wrought-iron girders, whether employed for bridges of large or small span or for buildings. The lives of the public, in this respect, entirely depend upon the knowledge and skill of the engineer and the selection of the material which he employs.

The defects and break-downs which followed the first successful application of wrought iron to bridge building, led to doubts and fears on the part of engineers, and many of them contended for eight and even ten times the heaviest load as the safe margin of strength. Others, and amongst them the late Mr. Brunel, fixed a lower standard, and I believe that gentleman was prepared in practice to work up to one-third or two-fifths of the ultimate strength of the weight that would break the bridge. Ultimately it was decided by your Lordships, but from what data I am unable to determine, that no wrought-iron bridge should with the heaviest load exceed a strain of five tons per square inch. Now, on what principle this standard was established does not appear, and on application to the Board of Trade, the answer is, that "The Lords Commissioners of Trade require that all future bridges for railway traffic shall not exceed a strain of five tons per square inch."

The requirement of five tons per square inch did not appear sufficiently definite to secure, in all cases, the best form of construction. It is well known that the powers of the resistance to strain are widely different with wrought iron, according as the forces of tension or compression are applied; it is even possible so to disproportion the top and bottom flanges of a wrought-iron girder, calculated to support six times the rolling load, as to cause it to yield with little more than half the ultimate strain, or 10 tons on the square inch. For example, in wrought-iron girders with solid tops it requires the sectional area in the top to be nearly double that of the bottom, to equalize the two forces of tension and compression, and unless these proportions are strictly adhered to in the construction, the five ton strain per square inch is a fallacy which may lead to dangerous errors. Again, it was ascertained from direct experiment that double the quantity of material in

Fig. I.



the top of a wrought-iron girder was not the most effective form for resisting compression. On the contrary, it was found that little more than half the sectional area of the top, when converted into rectangular cells similar to *a, a, a*, Fig. I., was equivalent in its powers of resistance to double the area when formed of a solid plate. This discovery was of great value in the construction of tubes and girders of wide span, as the weight of the structure itself,—which increases as the cubes, and the strength only as the squares,—forms an important part of the load to which it is subjected. On this question it is evident that the requirements of a strain not exceeding five tons per square inch cannot be applied in both cases, and is therefore ambiguous as regards its application to different forms of structure. In the five ton per square inch strain there is nothing said about the dead weight of the bridge, and we are not informed whether the breaking weight was to be so many times the applied weight, plus the multiple of the load, or whether it included or deducted the weight of the bridge itself.

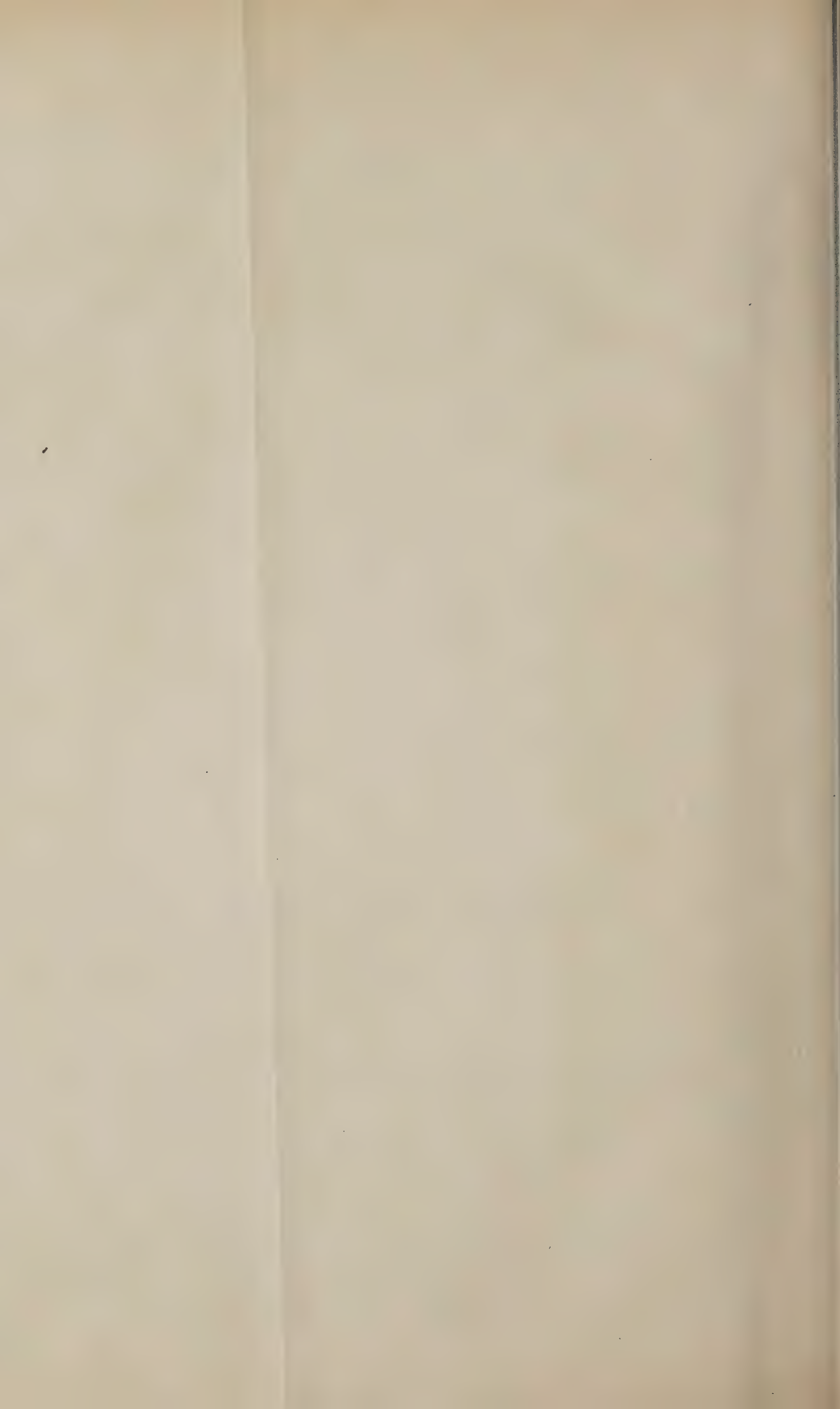
These data are wanting in the railway instructions, and until some fixed principle of construction is determined upon, accompanied by a standard measure of strength, it is in vain to look for any satisfactory result in the construction of road and railway bridges composed entirely of wrought iron.

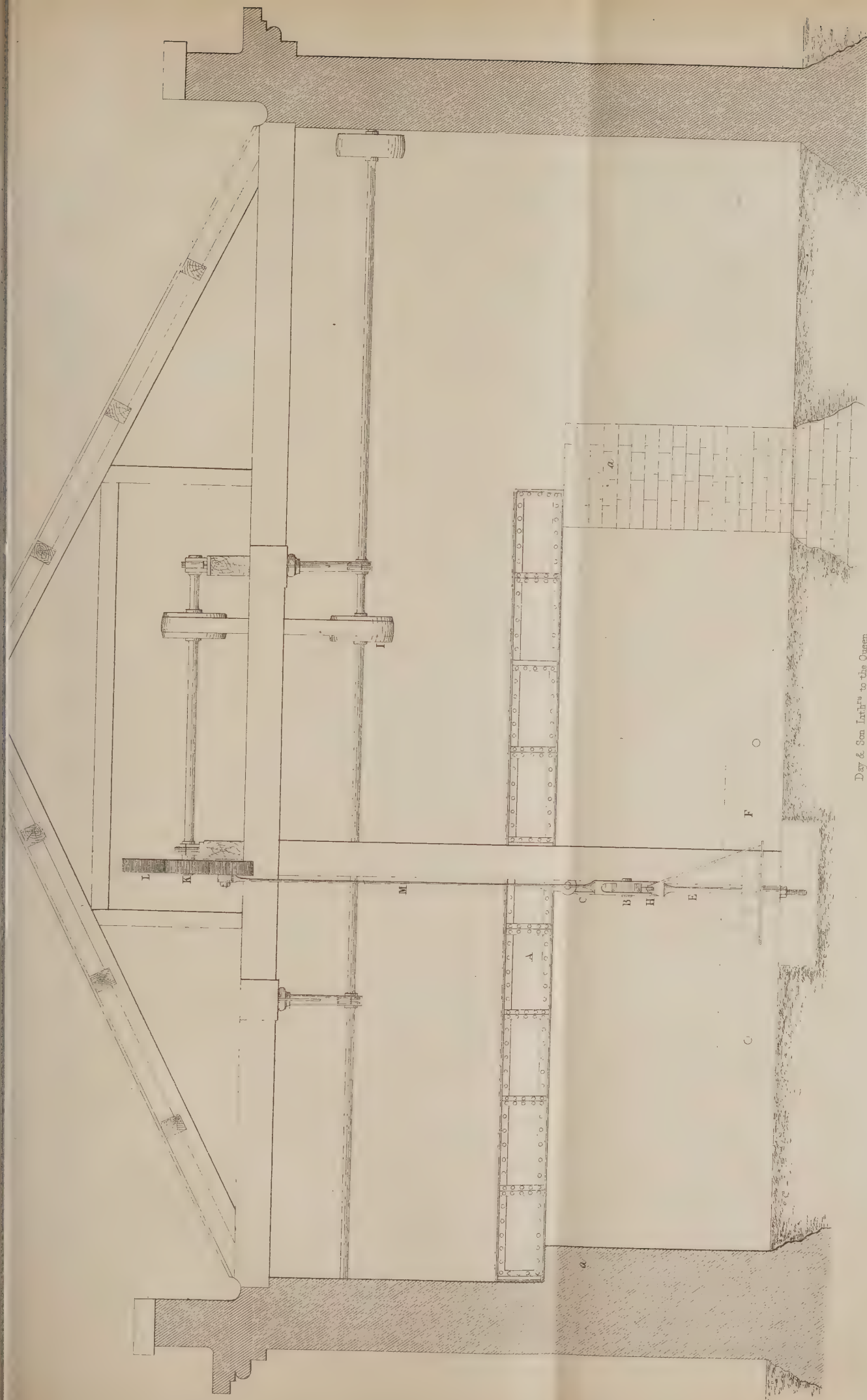
I have been led to inquire into this subject with more than ordinary care, not only on account of the imperfect state of our knowledge, but from the want of definite instructions. I have in the following experimental researches endeavoured to arrive at the extent to which a bridge or girder of wrought iron may be strained without injury to its ultimate powers of resistance. And, moreover, I have endeavoured to ascertain the exact amount of load to which a bridge may be subjected without endangering its safety, or, in other words, to determine the fractional strain of its estimated powers of resistance.

To arrive at correct results, and to imitate as nearly as possible the strain to which bridges are subjected by the passage of heavy trains, the apparatus specially adapted for that purpose was designed to lower the load quickly upon the beam in the first instance, and subsequently to produce a considerable amount of vibration as the large lever with its load and shackle was left suspended upon it in the second. The apparatus was sufficiently elastic for that purpose, as may be seen on reference to the attached drawings.

The beam *A*, Figs II. and III., is composed of an iron plate, riveted with angle irons, 22 feet long, one-eighth of an inch thick, and 16 inches deep. It is supported on two brick piers 20 feet apart. Beneath the bottom flange is fixed the lever *B*, which by means of the link and shackle *C* grasps the lower web of the beam close to the fulcrum *D*. This fulcrum, on which the lever oscillates, is formed of a vertical bar *E*, which acts as a standard, and has screw-nuts to regulate the height from the cast-iron plate *F* to







Day & Son Inventors to the Queen

the fulcrum D. The machinery for lifting the lever and scale at H consists of the shaft and pulley I, driven by a water wheel, and from this shaft the apparatus for lifting the load is worked by a strap from the pulley on the pinion shaft K, which drives the shaft and spur wheel L, giving motion to the connecting rod M. This rod has an oblong slot at its lower end, in which the pin at the end of the lever works. From this description it will be seen that in turning the spur wheel L, the weight is not raised until the bottom of the slot comes in contact with the pin of the lever, when the load is taken entirely off the beam. That being accomplished, the connecting rod descends when the load is again laid on the beam and left suspended with a vibratory motion for some seconds, until the remainder of the stroke is completed, when the connecting rod again rises for the succeeding lift. In this way the weights are lifted off and replaced alternately upon the beam at the rate of seven to eight strokes per minute. The apparatus is worked night and day by a water wheel, and the number of changes are registered by the counter attached to the vertical post at G.

The girder subjected to vibration in these experiments is a wrought-iron plate beam of 20 feet clear span, and of the following dimensions:—

	Inches.
Area of top: 1 plate, $4\frac{1}{2}$ in. $\times$ $\frac{1}{2}$ in. - - -	2.00
„ 2 angle irons, $2'' \times 2'' \times \frac{5}{16}''$ - - -	2.30
	<u>4.30</u>
Area of bottom: 1 plate, 4 in. $\times$ $\frac{1}{4}$ - - -	1.00
„ 2 angle irons, $2'' \times 2'' \times \frac{3}{16}''$ - - -	1.40
	<u>2.40</u>
Web: 1 plate, $15\frac{1}{4}'' \times \frac{1}{8}''$ - - -	1.90
	<u>8.60</u>
Total sectional area - - -	<u>8.60</u>
Depth - - -	16 inches.
Weight - - -	7 cwt. 3 qrs.
Breaking weight (calculated) - - -	12 tons.

The beam having been loaded with 6643 lbs., equivalent to one-fourth of the ultimate breaking weight, the experiment commenced as follows:—

EXPERIMENT I.

EXPERIMENT on a wrought-iron beam with a changing load equivalent to one-fourth of the breaking weight.

Date.	Number of Changes of Load.	Deflection produced by Load.	REMARKS.
1860.			
March 21 -	0	0.17	{ Strap found loose on the 24th, and failing to lift the load.
„ 23 -	15,610	0.16	
„ 26 -	46,100	0.16	
„ 28 -	72,440	0.17	
„ 31 -	112,810	0.17	
April 2 -	144,350	0.16	Strap found broken on the 20th.
„ 7 -	202,890	0.17	
„ 13 -	268,328	0.17	
„ 17 -	321,015	0.17	
„ 27 -	408,264	0.16	
May 1 -	449,280	0.16	
„ 6 -	489,769	0.16	
„ 9 -	536,355	0.16	
„ 14 -	596,790	0.16	

The beam having undergone about half a million changes of load, by working continuously for two months, night and day, at the rate of about eight changes per minute, without producing any visible alteration, the load was increased from one-fourth to two-sevenths of the statical breaking weight, and the experiment proceeded with till the number of changes of load reached a million.

EXPERIMENT II.

EXPERIMENT on the same beam with a load equivalent to two-sevenths of the breaking weight, or nearly $3\frac{1}{2}$ tons.

	Date.	Number of Changes of Load.	Deflection in Inches.	REMARKS.
	1860.			
	May 14	- 0	0·22	In this experiment the number of changes of load are counted from 0, although the beam had already undergone 596,790 changes, as shown in the preceding table.
	" 17	- 36,417	0·22	
	" 22	- 85,820	0·22	
	" 29	- 161,500	0·22	
	June 4	- 194,500	0·21	
	" 9	- 236,460	0·21	
	" 16	- 292,600	0·22	
	" 26	- 403,210	0·23	

The beam had now sustained one million changes of load without any apparent change, when it was considered necessary to increase the load to 10,486 lbs. or two-fifths of the breaking weight, when the machinery was again put in motion. With this additional weight the deflections were increased, with a permanent set of ·05 inches, from ·23 to ·35 inches, and after sustaining 5,175 changes it broke by tension a short distance from the middle of the beam. It is satisfactory here to observe, that during the whole of the 1,005,175 changes, none of the rivets were loosened or broke.

EXPERIMENT III.

BEAM REPAIRED.

The beam broken in the preceding experiment was repaired by replacing the broken angle irons on each side, and putting a patch over the broken plate equal in area to the plate itself. Thus repaired, a weight of three tons was placed on the beam equivalent to one-fourth of the breaking weight, when the experiments were again continued as before.

Date 1860.	Number of Changes of Load.	Deflection in Inches.	Permanent set in Inches.	REMARKS.
1860.				
August 9	- 158	—	—	The load during these changes was equivalent to 10,500 lbs. or 4·6875 tons at the centre. With this weight the beam took a large but unmeasured set.
" 11	- 12,950	—	—	
" 13	- 25,900	0·22	—	During these changes the load on the beam was 8,025 lbs. or 3·58 tons.
" 13	- 25,900	0·18	0	
" 24	- 101,760	0·18	0	Load reduced to 2·96 tons, or one fourth the breaking weight.
September 1	- 140,500	0·18	0·01	
" 15	- 242,860	0·18	0·01	
October 6	- 375,000	0·18	0·01	
November 3	- 577,800	0·18	0·01	
December 1	- 768,100	0·18	0·01	
1861.				
January 9	- 1,121,100	0·18	0·01	
February 2	- 1,342,800	0·18	0·01	
March 2	- 1,602,000	0·18	0·01	
April 6	- 1,885,000	0·17	0·01	
May 4	- 2,110,000	0·17	0·01	
September 4	- 2,727,754	0·17	0·01	
October 16	- 3,150,000	0·17	0·01	

At this point the beam having sustained upwards of 3,000,000 changes of load without any increase of the permanent set, it was assumed that it might have continued to bear alternate changes to any extent with the same tenacity of purpose, as exhibited in the foregoing table. It was then concluded to increase the load from $\frac{1}{4}$ th to $\frac{1}{3}$ rd of the

breaking weight, and having laid on four tons, which increased the deflection to .20, this experiment was proceeded with in the same order as in the previous ones.

EXPERIMENT IV.

Date 1861.	Changes of Load.	Deflection in Inches.	Permanent set in Inches.	REMARKS.
1861.				
October 18 - - -	0	0.20		
" 19 - - -	4,000	0.20	0	
November 18 - - -	126,000	0.20		
December 18 - - -	237,000	0.20		
1862.				
January - - -	313,000	—	—	{ Broke by tension across the bottom web.

From these experiments it is evident that wrought-iron girders of ordinary construction are not safe when submitted to violent disturbances equivalent to $\frac{1}{3}$ rd the weight that would break them. They, however, exhibit wonderful tenacity when subjected to the same treatment with $\frac{1}{4}$ th the load; and assuming therefore that an iron girder bridge will bear with this load 12,000,000 changes without injury, it is clear that it would require 328 years, at the rate of 100 changes per day, before its security was affected. It would, however, be dangerous to risk a load of $\frac{1}{3}$ rd the breaking weight upon bridges of this description, as according to the last experiment the beam broke with 313,000 changes, or a period of eight years at the same rate as before would be sufficient to break it. It is more than probable that the beam might have been injured by the previous three million changes to which it had been subjected; and assuming this to be true, as time is an element in the calculation, it would then follow that the beam was progressing to destruction, and must of necessity, at some time, however remote, have terminated in fracture.

The experiments, so far as they go, throw considerable light on this very intricate and very important subject. They are probably carried sufficiently far to enable us to state with certainty what is the safe measure of strength; and as much depends upon the quality of the material and the skill with which the girders are put together, it becomes necessary for the public safety that a measure of strength should be established without encumbering the structure with unnecessary weight. On this question it must be borne in mind that every additional ton that is not required beyond the limits of safety is an evil that operates as a constant quantity tending to produce rupture; and hence follows the necessity of a careful distribution of the material, in order that the tube or girder shall be duly proportioned to the strains it has to bear, and that every part of the structure shall have its due proportion of work to perform.

I have assumed for the sake of illustration that every description of material, as regards its cohesive properties, follows the same law as that which we have experimented upon, or, in other words, in the ratio of its physical powers of resistance, that is to say, any beam will follow the same law in regard to its ultimate powers of resistance when operated upon by a corresponding load due to that power. If this be true, we have only to follow the same rule as observed in the experiments, by loading cast iron or wooden beams in the ratio of their cohesive powers of resistance and their breaking weights respectively. This has not been proved experimentally, but I hope at some future time to have an opportunity of extending the experiments in order to determine to what extent these views are correct.

Assuming the top of the girder to be sufficiently rigid to prevent buckling by compression, the formula for the strength of the bottom section, derived from my own experiments on the model tube at Millwall, is,

$$W = \frac{adc}{l}$$

c = the constant 80 derived from experiment.

Applying this formula to the beam experimented upon, we have—

a , the area of the bottom = 2.4 inches,

d , the depth of the beam = 16 inches,

c , the constant deduced from the model tube = 80 inches,

l , the span or distance between the supports = 240 inches;

$$\text{Hence } W = \frac{2.4 \times 16 \times 80}{240} = 12.8 \text{ tons,}$$

the ultimate strength of the beam.

In order to obtain the strain per square inch from these experiments, formula

$$S = \frac{lw}{4ad} \text{ may be useful,}$$

where S represents the strain per square inch upon the section a , produced by the greatest load, w , laid upon the middle of the girder.

It is necessary to observe, that in a girder properly proportioned, the greatest strain per square inch will take place upon the bottom section, so that if the strain upon the bottom section of such a girder be within your Lordships' conditions of safety, the strain upon the top section will necessarily be within this limit also. In a girder, having the cellular structure at its top section, the area should be very nearly $1\frac{1}{4}$ times that of the bottom section, or the areas of their sections should be respectively as 5:4, and the strain per square inch upon these parts will be respectively inversely as their areas, that is, the strain per square inch upon the top section will be four-fifths of the strain per square inch upon the bottom section. In one of the foregoing experiments, without cells, we have, where l , the length of the girder = 240 inches,

w , the weight laid on the middle = 2.96 tons,

a , the area of the bottom section = 2.4 inches,

d , the depth of the girder = 16 inches; then

$$S = \frac{240 \times 2.96}{4 \times 2.4 \times 16} = 4.62 \text{ tons,}$$

which is the strain per square inch on the bottom section of the girder.

Applying these formulæ to the whole series of experiments, we obtain the following summary of results:—

SUMMARY OF RESULTS.

FIRST SERIES OF EXPERIMENTS.

BEAM 20 feet between the Supports.

No. of Experiment.	Date.	Weight on Middle of the Beam in Tons.	Number of Changes of Load.	Strain per sq. inch on Bottom.	Strain per sq. inch on Top.	Deflection in inches.	REMARKS.
1	From March 21st to May 14th 1860 - -	2.96	596,790	4.62	2.58	.17	Broke by tension a short distance from the centre of the beam.
2	From May 14th to June 26th 1860 - -	3.50	403,210	5.46	3.05	.23	
3	From July 25th to July 28th 1860 - -	4.68	5,175	7.31	4.08	.35	

Here it will be observed that the number of 1,005,175 changes was attained before fracture, with varying strains upon the bottom flange of 4.62, 5.46, and 7.31 tons per square inch; and in the

SECOND SERIES OF EXPERIMENTS—

Beam repaired—the following results were obtained.

No. of Experiment.	Date.	Weight on Middle of the Beam in Tons.	Number of Changes of Load.	Strain per sq. inch on Bottom.	Strain per sq. inch on Top.	Deflection in inches.	REMARKS.
1	August 9th, 1860 -	4.68	158	7.31	4.08	—	The apparatus was accidentally set in motion.
2	August 11th and 12th - -	3.58	25,742	3.59	3.12	.22	
3	From August 13th, 1860, to October 16th, 1861 - -	2.96	3,124,100	4.62	2.58	.18	Broke by tension as before close to the plate riveted over the previous fracture.
4	From October 18th, 1861, to January 9th, 1862 - -	4.00	313,000	6.25	3.48	.20	

The number 3,463,000 changes was, in this case, attained before fracture ensued.

From the above it is evident that wrought-iron girders, when subjected to a load equal to a tensile strain of 7 tons per square inch, are not safe if that strain is subjected to alternate changes of taking off the load and laying it on again, provided a certain amount of vibration is produced by that process; and what is important to notice is, that from 300,000 to 400,000 changes of this description are sufficient to ensure fracture. It must, however, be borne in mind that the beam from which these conclusions are derived had sustained upwards of 3,000,000 changes, with nearly 5 tons tensile strain on the square inch, and it must be admitted from the experiments thus recorded that 5 tons per square inch of tensile strain on the bottom of girders, as fixed by your Lordships, is an ample standard of strength.

As regards compression, we have only to compare for practical purposes the difference between the resisting powers of the material to tension and compression, and we shall require in a girder without cellular top from one-third to three-fourths more material to resist compression than that of tension; and as wrought iron, in a state of compression, is, to that of tension, as about 3 to 4·5, the area of the top and bottom will be nearly in that proportion, or in other words, it will require that much more material in the top than the bottom to equalize the two forces.

In the experimental beam, the area of the top was considerably in excess of that of the bottom, having been constructed on data deduced from the experiments on tubes without cells, which required nearly double the area on the top to resist crushing. In the construction of larger girders, where thicker plates are used, this proportion no longer exists, as much greater rigidity is obtained from the thicker plates, which causes a closer approximation to equal area, in the top and bottom of the girder; and from this we deduce that from $\frac{1}{4}$ to $\frac{3}{4}$, and in some cases $\frac{1}{3}$ additional area in the top has been found, according to the size of the girder, sufficient to balance the two forces under strain.

The foregoing experiments were, however, instituted to determine the safe measure of strength as respects tension, and it will be seen that in no case during the whole of the experiments was there any appearance of the top yielding to compression.

In all these experiments it will be observed that we have taken the whole area of the bottom flange, without deducting for the rivet holes in the angle irons and the bottom plate.*

I have the honour to be,
Your Lordships' faithful servant,
WM. FAIRBAIRN.

Manchester, Jan. 19th, 1864.

* ADDENDA.

It will be observed that the above summaries exhibit the strains per square inch on the top and bottom flanges without deducting the rivet holes, and there being four $\frac{1}{2}$ inch diameter in the bottom flange, two in each angle iron, and two in the plate, is equal to ·625 inches. This reduces the area for tension from 2·4 to 1·775 inches. In the calculations I have not, however, made these deductions, in order that the experiments might compare with others where they have not been taken into account. Under the conditions of reduced area, it will be found that the strains per square inch upon the bottom flange, with the variable load, according to the formula, will be as follows:

	Weight on middle of beam in tons.	No. of changes.	Strain per square inch on bottom flange.
1st Experiment, May 14th 1860	- - 2·96	596,790	6·25
2d Experiment, June 26th 1860	- - 3·50	403,201	7·39
3d Experiment, July 28th 1860	- - 4·68	5,175	9·88

BEAM REPAIRED.

1st Experiment, August 9th 1860	- - 4·68	158	9·88
2d Experiment, August 12th 1860	- - 3·58	25,742	7·56
3d Experiment, October 16th 1861	- - 2·96	3,124,100	6·25
4th Experiment, January 9th 1862	- - 4·00	313,000	8·45

From the above it will be seen that the actual strain upon the solid plate was considerably increased. And the beam broke in the first series with a strain of nearly 10 tons upon the square inch; and in the second with a strain of $8\frac{1}{2}$ tons, after sustaining 3,463,000 changes of load. From this it may be inferred that a wrought-iron bridge would be perfectly safe for a long series of years with a strain of 6 tons per square inch, or one-fourth the statical breaking weight. It is, however, evident from these experiments that time is an element which enters into the resisting powers of materials of every description when subjected to a continued series of changes. These may be very minute, but assuming them to be of sufficient force to produce molecular disturbance, it then follows that rupture must eventually ensue.—W. F.

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RAILWAY, &c. SCHEMES (METROPOLIS).

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1864;—*for*,

COPY “of REPORT of the ENGINEER of the METROPOLITAN BOARD of
WORKS upon the METROPOLITAN RAILWAY, and other SCHEMES of the
present Session.”

(*Mr. Taverner John Miller.*)

Ordered, by The House of Commons, to be Printed,
16 February 1864.

METROPOLITAN BOARD OF WORKS.

COPY of REPORT upon METROPOLITAN RAILWAY and other SCHEMES of Session 1864, by *J. W. Bazalgette*, Engineer to the Board.

REPORT upon the BILLS in PARLIAMENT for RAILWAYS and other METROPOLITAN IMPROVEMENTS, Session 1863-64.

TO THE METROPOLITAN BOARD OF WORKS.

Engineer's Department, Spring-gardens,
1 February 1864.

Gentlemen,

THE general principles which, in the opinion of the Select Committee of the House of Lords on Metropolitan Communication, should form a guide in the selection of the proposed Metropolitan Railways, are clearly laid down in Clauses 6 to 13 of their Report of 1863.

Clause 6 provides—

“That heavy traffic in goods, and especially in minerals, could, as a general rule be most conveniently carried from the railways lying north of the Thames to the railways lying south of the Thames, by lines not passing through the central portions of the Metropolis.”

Clause 7 recommends—

“That there should be a line of railway on the eastern side of the Metropolis, connecting the railways north and south of the Thames.”

The East London and Thames Tunnel Railway, and the Metropolitan Grand Union Railway (with a bridge across the Thames near to the Tower), propose to effect this object by connecting the Metropolitan, North London, Great Eastern, and Blackwall Railways with the South Eastern and Brighton Lines, and they propose to extend the Great Eastern Railway to near Finsbury Circus.

Clause 8 affirms—

“That it is desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the railways on the western side of the Metropolis of mineral and goods traffic from some of the northern railways to the railways and district of country south of the Thames.”

This clause appears to have reference to the fact that the Eastern Counties, the Great Northern, the Midland, the North Western, and the Great Western Railways, on the north side of the Thames, are already united with the southern railways by the Tottenham and Hampstead Junction Railway, the Hampstead Junction Railway, and the West London Railway, these three forming a continuous and suburban line, and which, with proper arrangements and junctions, would afford the accommodation alluded to in Clause 6 of the Report of the Lords' Committee, and would to a large extent obviate the necessity for the destruction of property by the formation of new lines.

Clause 11 states—

“That it is not desirable to bring the main stations of any of the principal long lines of railway, except the Great Eastern, farther into London than is at present authorised, but that one or more railways should be made for carrying passengers from different parts of London to the main stations of the long lines. Such new lines not to be in the hands of any one of the present great companies, but placed under such management as to ensure equal advantages to all.”

A very important communication in conformity with the recommendation contained in this clause is competed for by three different Bills, called—

“The Charing-cross Northern;”

“The Tottenham and Hampstead Junction Extension to Charing-cross;” and

“The Hampstead, Midland, North Western, and Charing-cross Junction Railway.”

These companies propose, in various ways, to connect the Great Northern, Midland, and North Western Railways with the southern railways at Charing-cross. Although I have pointed out what appear to be strong objections to the mode of executing some of these schemes in my report upon their details, the object sought to be attained by them appears to be very desirable and deserving of favourable consideration. The Hampstead, Midland, North Western and Charing-cross Junction Railway Bill proposes, moreover, to construct over the railway, a new roadway from Charing-cross across St. Martin's-lane in a nearly direct line to Oxford-street, opposite to Tottenham Court-road. This new road would be of great public utility, more particularly as a large amount of additional traffic will shortly be brought to Charing-cross.

Clause 12 is in the following terms :—

“That it would also be desirable to complete an inner circuit of railway that should abut upon, if it did not actually join, nearly all the principal railway termini in the Metropolis, commencing with the extension, in an easterly and southerly direction, of the Metropolitan Railway from Finsbury-circus, at the one end, and in a westerly and southerly direction from Paddington at the other, and connecting the extremities of those lines by a line on the north side of the Thames; such a continuous line of railway would afford means of distributing the passenger traffic arriving by the main lines of railway, and also absorb a very large portion of the omnibus and cab traffic, and thus essentially relieve the crowded streets.

“The suggested lines might be undertaken in connexion with the construction by the municipal authorities of the City, or the Metropolitan Board of Works, of new streets urgently required in many of the crowded parts of the Metropolis. Under some of these new streets, and under a portion of the proposed Thames Embankment (north side), and under some of the existing wide thoroughfares, new lines of railway might be advantageously and economically constructed; and arrangements might be made by which railway companies might, in consideration of being allowed to construct their lines under the streets and the Thames Embankment, without charge for the land, be willing to undertake the construction of other parts of the lines required for completing the circuit of communication, which, if constructed not in connexion with such cheap lines, would be so expensive as to be unremunerative.”

The inner circle of the Metropolitan District Railway, the Metropolitan Grand Union, the London Union, and several competing lines appear to be intended to accomplish this object. The routes are more particularly named in the after part of this Report, where each projected railway is described in detail under its own title. Some of these lines appear to be well laid out to accommodate the local traffic; but if used for that purpose they would not be so well calculated to afford the accommodation alluded to in the previous Clauses of the Lords' Committee's Report, and do not, therefore, appear to be in competition with, but are needed in addition to, the lines above referred to. It is proposed to construct these railways, in common with others, under a portion of the line of the new street to the Mansion House, and the Thames Embankment, and
through

through Victoria-street, Westminster, Pimlico, Belgravia, and Chelsea. In doing so, they all cut up the present system of drainage to a serious extent, as is hereafter described.

It may be reasonable, as suggested in Clause 12 of the Lords' Committee's Report, that some of these railway companies should be permitted, without charge, to construct their lines under existing wide thoroughfares in consideration of their completing the more expensive portions which would not be remunerative, if not constructed in connexion with the cheap lines. But the case appears to be very different with respect to the Thames Embankment, and the new street to the Mansion House. For these the public are about to pay heavily, and if they are to be expected thus to contribute towards the cost of Metropolitan Railways, it would appear but reasonable that they should participate in the dividend which may ultimately be derived from those lines.

It is quite practicable to construct a line of railway along this route with advantage to the public, and without any serious detriment to the Embankment Scheme; but I recommend that the Board should oppose the preamble of all Bills proposing to use the line of the embankment and new street, unless the Company shall have previously satisfied the Board on this head, as well as with respect to the public advantages of the said line. In order to form a railway under the new street and embankment, together with the sewer, subway, house drainage, and water-pipes, it is necessary that all these should be designed and constructed as one work, and executed under the same contract and supervision. Such a work, therefore, must be done at the cost of the railway company, by the Board's contractors, under the direction of their officers, and subject to the entire control of the Board; and no stations, or other additional works, should be constructed on or under the said embankment and new street without the sanction of the Board.

Thames Embankment.

A large number of the railways are proposed to be constructed underground, in tunnels or deep cuttings, and the proposed derangement of the existing sewerage is more extensive and complicated than of the property on the surface. The lines proposing to pass through Westminster, Belgravia, and Brompton, would cut up the main sewers very seriously, and the railways are at so low a level as seems to involve a new system of drainage with additional pumping. Much may be done towards accommodating some few well designed underground railways, by an alteration of the existing sewers, without any serious inconvenience to the present drainage; but, inasmuch as sewers cannot be raised and lowered at will, like railways, but must have a continuous fall from the source to the outfall, the limit to such alteration is quickly arrived at. Thus, many of the proposed railways, which would afford considerable public accommodation, might be constructed with less injury to public property, and consequently, at less cost; and it was with this object that I suggested to the Select Committee of the House of Lords on Metropolitan Railway Communication in 1863, that a satisfactory system of railway communication in London might best be effected by the combined operation of the persons representing the various interests; and that a Commission representing the railway interest, the Board of Trade, and the Metropolitan Board of Works, might devise a system of railway communication which should, at the same time, promote or facilitate street and other improvements, and do less damage to the existing streets and drainage.

Sewers affected.

A commission recommended.

The alterations of the sewers, if now suggested to accommodate one line of railway, might be rendered impracticable by some other line to be constructed in the neighbourhood, and the Metropolitan Board of Works should, in all cases, have very full powers to require the railway companies completely and effectually to reform and reconstruct the sewerage of the district through which they pass, or which would be affected by their works to the satisfaction of the Board, and to require them to pay to the Board the additional cost of pumping the sewage, and any enlargement of the main intercepting sewers which may have been caused by such alterations, and the cost of engineering and supervision for these works.

All railway companies proposing to construct bridges over existing metropolitan thoroughfares should be required to submit plans to, and obtain the sanction of, the Metropolitan Board of Works, and no bridges should be formed over existing roads with a less span than the full width of the road and footpaths, nor of a less span than 40 feet, nor should the abutments or piers project

Bridges over streets.

beyond the general line of frontage of the houses. But where there are gardens or forecourts, and the distance between the houses is great, there should be side arches supported on iron columns back to the general line of the frontage of the houses. The bridges should be watertight, and so constructed as to deaden the sound; and over main roads they should have a headway of not less than 18 feet in the centre, and be formed of an ornamental character. The Standing Orders of the Houses of Parliament, with reference to the rates of inclination of roads altered, appear to have reference to country roads, and should not be applied to metropolitan streets, which, when raised or depressed, should be formed with much less steep approaches. The large number of alterations now proposed renders it the more important that these points should receive careful attention lest the metropolitan thoroughfares should in time become very seriously injured. The descriptions given on some of the deposited plans convey little idea of the character of the bridges proposed. For instance, it is stated that the bridge over Fore-street, Limehouse, is to be 15 feet high and 25 feet wide, but the rails are to be 128 feet above the street; thus, allowing four feet for depth of the parapet, there would be an arch only 15 feet high, and a wall above it 117 feet deep.

Pavements and
lighting.

All carriageway and footway paving, gully grates, lamp-posts, and all other materials and things disturbed by the alteration or stopping up of existing streets, should be removed by the railway companies to such place as may be directed by the public bodies to whom they belong, and the new streets should be altered, lighted, paved, and formed at the cost of the railway company, and to the satisfaction of the public body having jurisdiction over the locality in question. The Metropolitan Building Act should be incorporated in all Bills in which new buildings are contemplated. The temporary interference with all thoroughfares for the execution of railway and other works should be done only after due notice and with the sanction of the Board. No streets should be closed or interfered with without such sanction, and all works, so far as they would affect the traffic or formation of such streets, or the public convenience, should be entirely under the control of the Metropolitan Board of Works. All railways passing under streets should be covered for such a distance beyond the line of the said street as would, in the judgment of the Metropolitan Board of Works, effectually prevent the smoke and steam from frightening horses or annoying the foot passengers. All locomotive or other engines working within the Metropolis should be of the most modern construction, with a view to the consumption of their own smoke and steam. The attention of the Board is especially drawn to the powers sought to be obtained by the Pneumatic Despatch Company, which would enable them for the next 10 years to break up any streets within the Metropolis and to lay down tubes. Such general powers appear to have been by some oversight granted to this company, but have fortunately not been taken advantage of to any large extent; for these works might seriously obstruct the extension of subways, sewers, and other improvements, and the Board should oppose this Bill.

Smoke consump-
tion.

Number of schemes.

The following list contains the names of 68 separate Bills for which plans have been deposited. Of these, 53 are for Railway Schemes within the Metropolis, and the remaining 15 for other and various alterations or improvements of the Metropolis. Seventy-seven separate plans were originally deposited, but of these nine have up to the present time failed to comply with the Standing Orders of the Houses of Parliament, or have otherwise ceased to exist; and it is possible others may yet fail before their merits have to be investigated by a Parliamentary Committee.

Nos.

1. Metropolitan District Railways.
2. Charing-cross Western Railway.
3. Metropolitan Grand Union Railway.
4. London Union Railways.
5. London Main Trunk Underground Railway.
6. East London Railway, Thames Tunnel line.
7. Great Eastern Railway, Metropolitan Station and Railway.
8. London and Blackwall, Great Northern and Midland Junction Railways.
9. Tottenham and Farringdon-street Railway.
10. Charing-cross Northern Railway.

11. Tottenham

Nos.

11. Tottenham and Hampstead Junction Railway, Extension to Charing-cross.
12. Hampstead, Midland, North Western and Charing-cross Junction Railway.
13. Finchley, Willesden and Acton Railway.
14. Great Northern and Victoria Station Railway.
15. Hammersmith and City Railway.
16. London and North Western Railway (Additional Powers).
17. Metropolitan Railway, Notting Hill and Brompton Extensions.
18. North and South London Railways, Junction Railways.
- 18A. North and South Western Junction Railway, Extensions to Kew and Richmond.
- 18B. Great Western Railway (Additional Powers).
19. Tottenham and Hampstead Junction Railway, Alexandra Park Extensions.
20. Edgware, Highgate and London Railway (Alexandra Park Branch).
21. Metropolitan Railway (Additional Powers).
22. Metropolitan and St. John's-wood Railway.
23. Great Northern Railway (Barnet Branch).
24. Midland Railway, New Lines and Additional Powers.
25. Midland Railway, St. Pancras Branch.
26. North London Railway (Additional Powers).
27. Oxford-street and City Railway.
28. Victoria Station and Thames Embankment Railway.
- 28A. Charing-cross Railway, additional Lands (City).
29. Great Eastern Railway Junctions (plan deposited on 2nd December).
30. London and Blackwall, Extensions, &c.
31. Metropolitan Railway, Extension to Tower Hill.
32. North London Railway, Tottenham Branch.
33. Walthamstow, Clapton and City Railway.
- 33A. Pneumatic Despatch Company.
34. Bromley Railway.
35. Beckenham, Lewes and Brighton Railway, with branches to Westerham and Eastbourne.
36. Crystal Palace and South London Junction Railway.
37. Crystal Palace New Railways.
38. Kingston, Tooting and London Railway.
39. London and South Western (Additional Powers).
40. London, Brighton and South Coast Railway Junctions at Herne-hill, Peckham, Brixton, Croydon, &c.
41. London, Brighton and South Coast Railway, new Lines near Battersea, and diversion of Roads.
42. London, Chatham and Dover Railway, new Lines at Battersea, additional Land at Victoria Station.
London, Chatham and Dover Railway, new Lines at Brixton Junctions with Metropolitan Railway.
London, Chatham and Dover Railway, new Lines at Herne-hill and Junctions.
43. Tooting, Merton and Wimbledon Extension Railway.
44. Wimbledon and Brixton Railway.
45. Hammersmith and Wimbledon Railway.
46. Kew, Turnham Green and Hammersmith Railway.
47. London and South Western, Kensington, Hammersmith and Richmond Railway.
48. Holborn-valley Improvement.
49. South Kensington, New-road.
50. St. George, Hanover-square (Improvement).
51. Wandsworth and Fulham Bridge.
52. Wandsworth Bridge.
53. Albert Bridge and Approaches.
54. West London Docks and Warehouses.
55. Commercial Docks and Surrey Canal.
56. Millwall Canal and Graving Docks.

Nos.

- 57. Regent's Canal Company.
- 58. Patent Office.
- 59. Royal Arcade.
- 60. Courts of Justice Concentration.
- 61. South London Market.

Public property
interfered with.

The schemes proposed for the Metropolis this Session are more numerous, bolder, and more complicated than on any previous occasion. They involve the construction of 258 new lines of railway and branches, of $417\frac{1}{2}$ miles in length; with 11 bridges over the Thames, and two lines passing through the Thames Tunnel, and the total capital proposed to be raised is about seventy millions. Hyde Park, the Green Park, St. James's Park, Kensington Gardens, Newington Park, Hackney Downs, Leyton Grange Park, Trinity-square, Finsbury-circus, Camden-square, Oakley-square, Amptill-square, Euston-square, and Sloane-square, would all be cut through, and some of them in two or three places, and the same would be the fate of the following commons:—Stoke Newington, Clapham, Tooting (invaded by seven different lines), Acton Back, Acton, Wimbledon, Fulham and Deptford, and Turnham-green.

Bishopsgate-street would be crossed by railways -	9 times.
Whitechapel-road - - - - -	13 „
King William-street City - - - - -	4 „
Strand - - - - -	4 „
Whitehall - - - - -	2 „
Palace-yard, Westminster - - - - -	4 „
Belgrave-road - - - - -	4 „
Uxbridge-road, Notting-hill - - - - -	5 „
Kensington-road - - - - -	3 „
Edgware-road, Kilburn - - - - -	4 „
Euston-road and Marylebone-road - - - - -	13 „
Deptford Lower-road - - - - -	3 „
Acre-lane, Brixton - - - - -	5 „

And St. Stephen's churchyard and St. Pancras' burial ground would also be invaded, the latter by three different lines of railway.

It is proposed to construct the following railways along the line of the Thames Embankment, and underneath a portion of the new street to the Mansion House:—

- London Union.
- Metropolitan District, Inner Circle.
- Ditto - Grand Union.
- London Main Trunk Underground.
- Victoria Station and Thames Embankment.
- Hampstead, Midland, North Western, and Charing-cross.

GROUP No. I.

PROPOSED RAILWAYS forming an Inner and Outer Circuit, or connecting the Eastern and Western Lines North of the Thames, on the West Side of London, or uniting the Northern and Southern Railways.

1.—METROPOLITAN DISTRICT RAILWAYS.

Metropolitan
District Railways.

By this Bill it is proposed to complete two circular railways. The inner circle being a continuation of the Metropolitan Railway, from Finsbury-circus, through the City, underneath the Thames Embankment, through Pimlico, Brompton, Kensington, Notting Hill, to Paddington Station. As this line appears to be intended mainly to accommodate the local traffic, although it passes near to most of the terminal stations, and is connected, or intended to be connected, with many of them, it is to be an underground railway.

Outer

Outer Circle.

The outer circle would be connected with the inner circle between Notting Hill and Chelsea, and is intended to connect the Metropolitan Railways at the suburbs of London, taking, generally, the route from the Crystal Palace Railway at Wandsworth, the London, Chatham, and Dover Railway at Battersea, across the Thames at Chelsea, to Notting Hill, Kilburn, Kentish Town, Upper Holloway, Clapton, Hackney, and Bow,—the continuation from Bow to New Cross having for the present been abandoned. This railway is mainly above ground. The total length of these proposed railways, with their numerous branches, is over 30 miles.

Line 1, commencing by a junction with the London, Chatham, and Dover Railway at Wandsworth-road Station, crosses over Wandsworth-road, forming a junction with the West End of London and Crystal Palace Railway, and passes under the South Western Railway, the West London Extension Railway, and Dovedale-place. The rails at this point would be nine feet below the surface. The Southern Low Level Sewer passes under this road, and the crown of the sewer would be cut into by the proposed line. The road is intended to be raised eight feet at an inclination of one in 20, which is too steep. The two following roads are to be raised, the first 6'9", and the other five feet. The line would next cross Marsh-lane, at about six feet above the surface; this lane is proposed to be stopped up. Park-road would be lowered four feet, at an inclination of 1 in 20, and be passed over by a bridge 25 feet span and 15 feet high. The inclination is too steep, and the span insufficient. The line would then cross the Thames near Oakley-street, Chelsea, by a bridge of five arches, 150 feet span and 19 feet headway. From this point the line has a gradient of 1 in 55, entering the ground at Upper Cheyne-row, which is intended to be closed. It would then pass under Cook's Ground a few feet below the surface, the level of which is said to be unaltered; but this street would require to be considerably raised, or the thoroughfare would be stopped.

At King's-road the railway would cut into the sewer about four feet above its invert. At Church-street the main line of sewer would be wholly destroyed, as also the sewers in the Fulham-road, Old Brompton-road, and Gloucester-road. This line is proposed to be continued from Gloucester-road by Line No. 6.

Line 2 would form a curved junction, connecting the West London Extension Railway with Line 1, where it would pass under the West London Railway near Latchmere-lane.

Lines 5 and 6A are two intended short lines connecting Line 1 and bringing it to Pelham-road, Brompton; the two lines are about three-quarters of a mile in length, and by them the Brompton-road and Pelham-road sewers would be severed.

At Alfred-place West it is proposed to form a new road, leading to Exhibition-road.

Line 6 would be a continuation of Line 1, commencing at Gloucester-road, and passing under Stamford-road, south-end, near the workhouse, and at the backs of the houses on the west side of Kensington-square, crossing High-street near Hornton-street, through the grounds of Campden House, along the west side of Church-lane, and terminating near Uxbridge-road, where it is continued by Line No. 10.

It is not proposed to alter the levels of any of the roads passed by this line, but the interference with the sewers would be very great.

Line 11 would form a junction connecting the Hammersmith and City Junction Railway at Ladbroke-road, Notting-hill, with the proposed line (No. 30) at Green-lanes Bridge.

This line would pass over the Main Middle Level Sewer near Portobello-lane, but will not interfere with it, the railway at this point being above ground.

Line 7 would be a junction connecting the West London Railway, at Richmond-road Bridge, with Line No. 6 at South-end, near the workhouse. The

Counter's Creek
Sewer interfered
with.

Lines No. 8 and 9.
Counter's Creek
Sewer interfered
with.

Line No. 10.
Route.

Counter's Creek Sewer, in the Warwick-road, would be cut into by this line. The levels of the streets remain unaltered.

Lines 8 and 9 are proposed to be two short junctions, one connecting the West London Railway, near Richmond-road Bridge, with Line No. 7, and the other connecting Lines 6 and 7. No. 8 would cut in two the Counter's Creek Sewer in the Warwick-road.

Line 10 would be a continuation of No. 6. From the Uxbridge-road the line will run in a northerly direction through Pembridge-gardens, Pembridge-villas, along Ledbury-road, passing under the Great Western Railway at Green Lanes Bridge under the Grand Junction Canal, crossing the Harrow-road near Woodfield-road, continuing in a northerly direction, and rising above ground near Malvern-road, and passing over the North Western Railway at Kilburn Station. Here a small branch will connect the North Western with the proposed line. Edgware-road will be passed over by a bridge 35 feet span and 16' 0" high, that road being from house to house at that point about 120 feet, and about 70' 0" in the public way. The headway and span proposed are insufficient for this important road. Here the line would cross West End-lane, and join the Hampstead and City Junction Railway; also the authorised line of the Midland, near Finchley-road. Near the Finchley-road, and for a length of 800 yards, the railway would be in tunnel, and run parallel with and about 100 yards from the Midland Railway, on one side, and about the same distance from the Hampstead Junction Railway on the other side, making three tunnels under the Hampstead Hills within a breadth of 400 yards. The line would cross Haverstock Hill and under the sewer. From the Lawn-road the line will be above ground, and will pass almost in the same route as the Midland Extension, through Gospel Oak Fields, where it will pass over the Hampstead Junction Railway, and then cross the Kentish Town-road at the Junction-road, by a bridge of 35 feet span, and 16 feet high; at this point the Junction-road and Kentish Town-road unite, and the width is about 120 feet. This span and headway are quite insufficient. The railway passing under York-road, and at the end of the gardens at the backs of the houses in York-road, is again above the surface, and continuing through the fields, crossing Tufnell Park-road near the City Prison, and the Holloway-road at the junction of the Seven Sisters'-road. The bridge is proposed to be 35 feet span, 16 feet high, the width of the road being about 120 feet. This span and height are insufficient.

The railway would continue thence in an easterly course, passing over the Hornsey-road and under the Great Northern Railway, with two branches on to the Great Northern, connected with it at the Seven Sisters'-road; thence passing over Blackstock-lane over the New River, and parallel with the filtering-beds of the New River Company, crossing over the Green Lanes. At this point the Northern High Level Sewer would be crossed, the railway running nearly parallel with it; but the rails are about 20 feet above the surface, and the sewer 23 feet below. The railway would next cross over Lordship-road and the Manor-road, continuing thence, below the surface, by a curve in a south-easterly direction, passing under Stamford Hill between Grove-lane and Chapel-road, through market-gardens, under Brook-street, Upper Clapton-road, the Lea Bridge-road, and under Pound-lane. This road it is proposed to raise 6 feet, with an inclination of 1 in 20; the railway passing over Pratt-lane, and rising above the ground. At Marsh Hill the railway will be 21 feet above the roadway, and will terminate with two junctions—one over the Stratford Branch of the Great Eastern Railway, and the other on the North London, at Hackney-wick Station. The length of this proposed line (No. 10), with the two branches, is nearly 11 miles. The portion of the railway in the parish of Kensington at Westbourne, will destroy the local drainage, but will pass over the Main Middle Level Sewer. But little interference with the sewers will again take place until the line reaches Stamford Hill, as the railway will be either in fields, or at some height above the surface.

Pound-lane raised.

Sewers destroyed.

Line No. 12.
Green Lanes Sewer
destroyed.

Line No. 21 a.

Line No. 12 will form a junction with the Great Western Railway and Railway No. 10 at Kensal Green, and will destroy the Main Sewer in Green Lanes and Kensal-road, and the local sewers in that neighbourhood.

Line 21A will be a short branch connecting Railway No. 10 at Lordship-lane, and passing over the Manor-road, terminating to the west of Stamford Hill.

This

This branch will cross the Northern High Level Sewer in the Manor-road, the railway being 18 feet above, and the invert of the sewer 18.6 below the surface. Metropolitan District Railways.

Line 14 will connect the North-Western Railway, near the Edgware-road Station, with Line No. 10 at Edgware-road. The rails will be 15 feet above that road, and a second bridge is proposed to be constructed over it, with a span of 35 feet and 15 feet headway. The span and headway are quite insufficient, the road being 120 feet wide from house to house, and the road itself 70 feet wide. Line No. 14.

Line No. 16 will be a junction connecting the Midland at Kilburn-lane, passing over the Hampstead and City Junction Railway, over the proposed branch to that Line, and connecting it with Line No. 10 at the Finchley-road. This line will be entirely through fields, and will not affect any sewers. Line No. 16.

Line 15 will be also a short junction connecting the Midland Railway by passing under the Hampstead and City Junction Railway, and joining Line No. 10 near Kilburn-lane. Line No. 15.

Line 24 will commence near Sir George Duckett's Canal and at the side of the North London Railway, passing over White Post-lane to Hackney-wick Station. Line No. 24.

Line 25 will be a continuation of Line No. 10, carrying it over the Stratford Branch of the Great Eastern Railway, and joining that railway at Bow. This line for the entire length will be above ground. Line No. 25.

Lines 26 to 31 are for the present abandoned.

Inner Circle.

Line 32 will commence near Old Brompton-road, and join the Outer Circle Railway, No. 5. It will run in an easterly direction, crossing under Pelham-road, Fulham-road, and 13 other streets – also Sloane-street, near Sloane-square. The Ranelagh Sewer will be severed to a depth of five feet below its invert. The Railway will pass under Westbourne-place, and 11 other streets, to Pimlico-road, thence behind the houses between Wilton-road and Vauxhall Bridge-road, and along the centre of Victoria-street and the Broad Sanctuary to Bridge-court, Westminster, being a length of 2½ miles. The drainage of the district through which the line will pass will be completely destroyed, including the following main lines: Line No. 32.
Ranelagh Sewer interfered with.
Sewers destroyed.

Fulham-road Sewer, known as the Sewage Manure Company's Sewer,
Ranelagh Sewer,
King's Scholars' Pond Sewer,

and the whole length of the Victoria-street Sewer between Vauxhall Bridge-road and Parliament-street. The reconstruction of the sewerage of this district would be very difficult and costly, and a revision of the general system of drainage is involved in this scheme.

Line No. 33 will be a continuation of Line 32. It will commence at Bridge-court, and run under the Thames Embankment to Blackfriars Bridge, and along the line of the New Mansion House-street to New Earl-street. I recommend the Board to oppose the construction of any line of railway upon or under the Thames Embankment and new street, unless the company pay to the Board their fair proportion of the cost of obtaining that site, and agree that the works shall be constructed by the Board's contractors, and under the superintendence of their officers, at the cost of the company, and that there shall be no powers of deviation from any line sanctioned without the consent of the Board, nor shall any stations or other works be constructed on or under the said embankment or street without the sanction of the Board. To construct a line of railway under the embankment and street, together with the sewer and subway, would require all to be constructed as one design, and executed in the same contract. From New Earl-street the line would pass under and along Great Trinity-lane, Great St. James the Apostle-street, and Cloak-lane, to the City Terminus of the Charing-cross Railway, the rails of which will be 27' 6" above the intended line of rails. Line No. 33.
Route,
Interference with embankment and roadway.

Metropolitan
District Railways.

The levels of the proposed railway along the Thames Embankment at its starting would be about 4 feet 3 inches above the Low Level Sewer, about 6 feet at Somerset House, and about 7 feet near Blackfriars Bridge. The centre line of railway would be about 250 feet from the Embankment wall at Richmond-terrace, 120 feet at Charing-cross Railway Bridge, about 50 at Waterloo Bridge, 270 at the Temple, and from thence it would pass near the present buildings on the river side, and leave the Thames Embankment at Bridewell Wharf.

Fleet Sewer inter-
fered with.

The railway, at its crossing of Chatham-place would cut into the crown of the Fleet Sewer, and be above the Low Level Sewer in the Mansion House-street.

Line No. 34.

Railway 34 will be a continuation of Line 33, and continue to run eastward, crossing King William-street near the statue, and over the London Bridge Sewer at this point. It will continue southward of and parallel with Eastcheap and Great Tower-street, thence by a curve through Trinity-square, and terminate near the Blackwall Railway at the Crescent, Minories, and form a junction with the Metropolitan Railway Extension to Trinity-square.

City Sewers inter-
fered with.

The whole of this length of railway will be in the City of London, and will probably interfere with the sewers under the jurisdiction of the Commissioners of sewers. The Low Level Sewer will continue along the entire length of this line of railway, though at some distance from it, excepting at its crossing at Mark-lane, and will afford an outfall for any sewer that the proposed railway may destroy. At the termination of the railway the sewer will be about 38 feet below the level of the rails.

The following Tables show in detail the nature of the interference with the several Sewers and Streets:—

S E W E R S.

NAME of S T R E E T.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	R E M A R K S.
					Lowered.	Raised.		
LINE No. 1.	ft. in.	feet.	feet.		ft. in.	ft. in.		
Dovedale-place -	} 5 0 bar. -	14·0	9·0	Part de- stroyed.	-	8 0	-	The rails just pass the crown of the se
Southern Low Level								
Upper Cheyne-row	ft. in. ft. in. - 3 9 by 2 6	17·0	-	None -	-	-	-	To be stopped up.
Cook's-ground -	- 12-inch pipe	-	-	- -	Unaltered.			
King's-road -	ft. in. ft. in. - 3 9 by 2 6	20·0	16·2	Part de- stroyed.	- - ditto.			
Oakley-square -	- 5 1 „ 2 7	-	-	- -	- - ditto.			
Church-street -	- 5 6 „ 3 0	17·0	16·65	Part de- stroyed.	- - ditto.			
Fulham-road -	- 4 9 „ 3 0	16·0	19·80	Destroyed	- - ditto.			
Old Brompton-road -	- 5 6 „ 3 0	12·0	18·59	- ditto -	- - ditto.			
Gloucester-grove, East -	- 12-inch pipe	12·0	19·39	- ditto -	- - ditto.			
LINE No. 5.	ft. in. ft. in.							
Old Brompton-road -	- 3 9 by 2 6	15·0	18·50	- ditto -	- - ditto.			
Ditto -	- 5 6 „ 3 0	9·0	20·0	- ditto.				
LINE No. 6.								
Gloucester-road, Church- street sewer.	5 8 „ 3 2	13·0	19·70	- ditto -	- - ditto.			
Kelso place -	- 4 0 „ 2 6	11·0	18·0	- ditto.				
High-street, Kensington -	- 3 9 „ 2 6	15·0	17·31	- -	- - ditto.			
Holland-street -	- 5 0 „ 2 6	15·0	25·0	- -	- - ditto.			
Camden-grove -	- 4 6 „ 3 0	15·0	42·0	None -	- - ditto		-	Tunnel under sew
Bedford-place -	- 4 6 „ 2 6	10·0	44·30	ditto -	- - ditto		-	
Camden-street -	- 5 6 „ 2 6	10·0	38·0	ditto -	- - ditto		-	

Metropolitan District Railways—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 6—cont ^d .	ft. in. ft. in.	feet.	feet.		ft. in.	ft. in.		
Bel-street - - -	4 6 by 2 6	12·0	35·0	None -	-	Unaltered -	-	Tunne. under sewers.
Elge-terrace - - -	4 6 „ 2 6	9·0	31·70	ditto -	-	ditto -	-	- ditto.
Ensington-place - -	12-inch pipe	-	27·0	ditto -	-	ditto.	-	
LINE No. 6A.	ft. in. ft. in.							
Prince Albert-road -	3 9 by 2 6	-	-	ditto.				
St Brompton-road -	5 6 „ 3 0	9·0	20·0	ditto.				
LINE No. 7.								
Warwick-road, Counter's Creek Sewer.	8 6 „ 8 0	26·0	15·80	Destroyed	-	ditto.	-	
LINE No. 8.								
Counter's Creek Sewer -	8 6 „ 8 0	25·0	15·30	- ditto -	-	ditto.	-	
LINE No. 10.								
Bridge-street - - -	5 6 „ 3 0	7·0	23·0	- ditto -	-	ditto.	-	
Bridge-road, Middle Level Sewer.	5 3 „ 3 6	47·0	27·0	None -	-	ditto -	-	The proposed railway will pass for a consi- derable distance over the Middle Level Sewer in Pembridge- gardens.
Pembridge-crescent, Mid- dle Level Sewer.	5 3 „ 3 6	37·3	23·6	ditto -	-	ditto -	-	The railway at this point will pass very near the crown of Middle Level Sewer. 10·73
Upstow Villas, West -	4 9 „ 3 0	13·0	23·0	Destroyed	-	ditto.	-	
Westbourne-gardens, or Westbourne-grove, West.	5 0 „ 2 6	12·0	16·19	- ditto -	-	ditto.	-	
Windsdale-road - - -	4 0 „ 2 7	7·0	15·34	- ditto -	-	ditto.	-	
Woburn-road - - -	4 0 „ 2 6	12·09	20·49	- ditto -	-	ditto.	-	
Woolwall-road - - -	- - Not given -	-	22·10	- - -	-	ditto.	-	
Woodfield-road, West -	- - ditto -	-	46·08	- - -	-	ditto -	-	A portion of the main line of the Ranelagh is within the limits of deviation near this point.
	ft. in. ft. in.							
Wolverstock-hill - -	3 9 by 2 6	15·0	38·0	None -	-	ditto.	-	
Worham-hill - - -	3 9 „ 2 6	14·0	16·20	Destroyed	-	ditto.	-	
Worham Clapton-road -	3 9 „ 2 6	14·0	21·20	- ditto -	-	ditto.	-	
Worham Bridge-road -	- - -	-	-	- - -	-	2·6	-	
Worham Lane - - -	- - -	-	-	- - -	-	6·0	-	
LINE No. 11.	ft. in. ft. in.							
Middle Level Sewer, East of Portobello-lane.	4 6 by 3 0	-	-	None -	-	-	-	Level of rails 9·0 above the level of sewer.
LINE No. 12.								
Windsor-road - - -	3 9 „ 2 6	- Not given -	-	- - -	-	Unaltered.	-	
Windsor-lane - - -	4 10 „ 3 0	24·0	26·99	Destroyed	-	ditto.	-	
Windsor-street - - -	3 6 „ 2 0	-	-	- - -	-	-	-	
Windsor-road - - -	4 0 „ 2 6	18·0	37·0	- ditto -	-	ditto.	-	
LINE No. 32.								
Windsor-place, West -	4 0 „ 2 6	14·0	-	- - -	-	-	-	Proposed new street..
Windsor-road - - -	3 9 „ 2 6	16·0	-	- - -	-	-	-	
Windsor-place, West Mews	12-inch barrel	4·6	28·0	None.				
	ft. in. ft. in.							
Windsor-place, North, sewage Manure Sewer.	5 2 by 2 7	17·0	22·40	Destroyed	-	Unaltered.	-	
Windsor-road, Smith-street sewer.	5 6 „ 3 0	16·0	30·0	Part de- stroyed.	-	ditto.	-	
Windsor East of Fulham-road	4 0 „ 3 0	14·0	28·0	- ditto -	-	ditto.	-	
Windsor-lane-street - -	3 9 „ 2 6	„	27·0	- ditto -	-	ditto.	-	
Windsor-lane-place - -	15-inch pipe	„	18·64	- ditto -	-	ditto.	-	
Windsor-street - - -	18-inch barrel	„	-	- ditto -	-	ditto.	-	

Metropolitan District Railways—Sewers—*continued.*

NAME of STREET.	Size.		Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.	
						Lowered.	Raised.			
No. 32—continued.										
James-street - - -	5	6 by 3	0	9'0	20'80	Destroyed	-	Unaltered.		
Princes-street - - -	4	0 " 2	7	11'0	21'16	- ditto -	-	ditto.		
Halsey-street - - -	4	0 " 2	7	11'0	20'59	- ditto -	-	ditto.		
Moore-street - - -	4	9 " 3	2	12'0	20'39	- ditto -	-	ditto.		
South-street - - -	3	9 " 2	6	10'0	18'43	- ditto -	-	ditto.		
New-road - - -	3	9 " 2	6	8'0	15'0	- ditto -	-	ditto.		
Sloane-street - - -	5	7 " 3	0	13'0	20'70	- ditto -	-	ditto.		
Ranelagh Sewer - - -	9	9 " 12	0	13'0	20'7	- ditto -	-	ditto.		
Westbourne-place - -	5	6 " 3	0	14'0	19'61	- ditto -	-	ditto.		
Upper Coleshill-street	5	9 " 3	0	11'0	21'21	- ditto -	-	ditto.		
Barton-street - - -	5	0 " 2	6	13'0	21'08	- ditto -	-	ditto.		
Cottage-road - - -	5	0 " 2	6	12'0	21'30	- ditto -	-	ditto.		
Elizabeth-street - -	5	0 " 2	6	13'0	21'78	- ditto -	-	ditto.		
Eccleston-street - -	5	6 " 3	0	14'0	22'10	- ditto -	-	ditto.		
Lower Belgrave-street at junction of Ebury and Upper Ranelagh streets.	5	6 " 3	0	9'0	22'40	- ditto -	-	ditto.		
Lower Belgrave-place -	5	6 " 3	0	11'0	18'58	- ditto -	-	ditto.		
Vauxhall Bridge-road -	5	6 " 3	0	9'0	16'38	- ditto -	-	ditto.	Crosses this se twice.	
Vauxhall Bridge-road -	5	6 " 3	0	9'0	17'0	- ditto -	-	ditto.		
King's Scholars' Pond Sewer.	11	7 " 16	6	13'80	18'0	- ditto.	-			
Victoria-street Sewer -	5	0 " 3	6	from 17'15 to 19'0	about 19'0	- ditto -	-	ditto.		
The sewer from Carlisle- place to opposite Strut- ton-ground will be wholly destroyed.										
Victoria-street Sewer from opposite Strutton-ground to near St. Margaret- street.	5	0 " 3	6	from 20'0	about 18'0	- ditto -	-	ditto.		
	5	6 " 4	0	to 22'0						
Buckingham-row - - -	5	0 " 2	6	8'6	18'0	- ditto -	-	ditto.		
Opposite Great Chapel- street.	4	0 " 2	4	10'6	18'0	- ditto -	-	ditto.		
Opposite Orchard-street -	5	6 " 3	0	10'6	18'17	- ditto -	-	ditto.		
Opposite Prince's-street -	5	0 " 3	9	19'6	17'0	Part de- stroyed.	-	ditto.		
St. Margaret-street - -	5	9 " 3	0	18'0	18'48	Destroyed	-	ditto.		
Bridge-street - - -	6	2 " 4	0	21'0	21'65	- ditto -	-	ditto.		
Bridge-court - - -	-	-	-	-	-	- ditto -	-	ditto	To be stopped up.	
RAILWAY No. 33.										
Between Bridge-court and Manchester-buildings.	3	0 " 2	3	-	23'0					
Manchester-buildings -	3	9 " 2	6	-	19'93	- ditto -	-	-	- ditto.	
North side of Manchester- buildings.	4	0 " 2	6	-	19'93	-	-	-	- ditto.	
Opposite Richmond-terrace Mews.	5	0 " 3	0	-	-	-	-	-	Rails nearly level foreshore.	
Opposite Middle Wharf -	Iron pipes		-	-	-	Destroyed.				
	ft. in.	ft. in.								
Savoy-street Sewer - -	5	6 by 3	0							
Opposite Norfolk-street -	4	0 " 2	8							
Opposite Essex-street -	4	0 " 2	8							
Chatham-place, the Fleet Sewer.	14	0 " 12	0	34'0	27'50	Part de- stroyed.	-	Unaltered.	Crosses the pro line of the Low Sewer and Ma House-street.	
Queen-street - - -	-	-	-	-	19'29	-	-	ditto.		
Dowgate-hill - - -	7	6 " 4	0	19'0	15'10	Partial -	-	ditto.		
RAILWAY No. 34.										
King William-street - *	8	4 " 7	0	39'0	22'32	None -	-	ditto.		
Great Tower-street and Mark-lane.	5	0 " 3	0	16'0	22'0	Destroyed	-	ditto.		

Metropolitan District Railways—continued.

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alteration, 1 in.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	feet					
LINE 1.														
dsworth-road - -	43	0	43	0	35	0	16	0	Above surface. 19'34		Unaltered.			
l, East of ditto - -	13	0	13	0	—		—		Below surface.		Raised.			
edale-place - -	40	0	60	0	-	-	-	-	9'0		8'0		1 in 20.	
l, North of Dovedale- ace.	60	0	-	-	-	-	-	-	10'3		6'9		1 in 40; 1 in 16	
o - - ditto - - last- mentioned road.	60	0	-	-	-	-	-	-	12'0		5'0		1 in 60.	
sh-lane - - -	20	0	20	0	-	-	-	-	6'60		To be stopped up.			
-road - - -	53	0	-	-	25	0	15	0	Above surface. 12'54		To be lowered 4'0		1 in 20.	
r Thames - - -	828	0	-	-	5 arches of 150	0	19	0	Above high water. 22'0		—			
ne-walk - - -	26	0	26	0	25	0	15	0	Above surface. 17'0		Unaltered.			
r Cheyne-row - -	33	0	56	0	-	-	-	-	Level with surface.		To be stopped up.			
LINE 2.														
on-lane - - -	33	0	-	-	25	0	15	0	Above surface. 18'70		Unaltered.			
LINE 10.														
bridge-road - -	50	0	-	-	-	-	-	-	-	-	-	-	No provision.	
from Cambridge-road	50	0	-	-	-	-	-	-	-	-	-	-	ditto.	
Leinster-road.														
ern-road - - -	45	0	-	-	25	0	15	0	Above surface. 17'94		Unaltered.			
on-road - - -	60	0	-	-	25	0	15	0	21'50		ditto.			
7-road - - -	40	0	—		—		—		—		—			
ridge-road - -	33	0	-	-	25	0	15	0	25'18		Unaltered.			
ndra-road - -	50	0	-	-	-	-	-	-	29'0		ditto.			
ester-road - -	50	0	86	0	25	0	15	0	27'03		ditto.			
a-place - - -	33	0	40	0	25	0	15	0	33'0		ditto.			
l-place - - -	26	0	33	0	25	0	15	0	35'0		ditto.			
rbury-road - -	26	0	40	0	25	0	15	0	35'51		ditto.			
care-road - -	70	0	120	0	35	0	16	0	17'11		ditto.			
rn-lane - - -	26	0	-	-	25	0	15	0	Above surface. 35'10		Unaltered.			
- - -	6	0	-	-	-	-	-	-	11'82		To be lowered 4'0		1 in 20.	
lley-road - - -	50	0	-	-	-	-	-	-	Below 18'40		—			
road - - -	66	0	66	0	-	-	-	-	Above 22'0		—			
ampton-road - -	46	0	53	0	25	0	15	0	26'30		Unaltered.			
rove - - -	40	0	52	0	25	0	15	0	25'86		ditto.			
re-road - - -	50	0	-	-	25	0	15	0	30'0		ditto.			
s-road - - -	50	0	-	-	25	0	15	0	33'98		ditto.			
oad - - -	40	0	50	0	25	0	15	0	38'94		ditto.			
r's-lane - - -	23	0	-	-	Not given		-	-	45'16		ditto.			
sh Town-road - -	105	0	122	0	35	0	16	0	21'37		—			
road, Holloway	66	0	-	-	-	-	-	-	-		Unaltered.			

Metropolitan District Railways—Streets—*continued.*

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.	Alteration of Level of Roads.	Inclin o Proposed 1
	ft.	in.	ft.	in.	ft.	in.	ft.	in.			
Line 10—continued.											
Holloway-road - - -	82	0	120	0	35	0	16	0	17·04	Unaltered.	
Hornsey-road - - -	36	0	-	-	35	0	16	0	18·07	ditto.	
Blackstock-lane - - -	40	0	50	0	25	0	15	0	15·98	ditto.	
Green Lanes - - -	70	0	-	-	25	0	15	0	17·71	ditto.	
Lordship-road - - -	40	0	-	-	Not given		-	-	17·0	ditto.	
Manor-road - - -	56	0	-	-	-	ditto	-	-	15·0	ditto.	
Pratt's-lane - - -	19	0	-	-	-	ditto	-	-	10·0		
Marsh-hill - - -	20	0	-	-	25	0	15	0	21·14	Unaltered.	
LINE 11.											
Portobello-lane - - -	40	0	-	-	25	0	15	0	15·87	ditto.	
LINE 13.											
Great Western-road - - -	56	0	80	0	—		—		—	—	
Chichester-road - - -	50	0	80	0	25	0	15	0	19·17	Unaltered.	
Alpha-place West - - -	30	0	30	0	25	0	15	0	20·17	ditto.	
Alpha-place - - -	40	0	40	0	25	0	15	0	17·66	ditto.	
Canterbury-road - - -	40	0	40	0	25	0	15	0	15·92	ditto.	
LINE 14.											
Edgware-road - - -	70	0	120	0	35	0	15	0	Above surface. 17·1	ditto.	
LINE 16.											
Kilburn-lane - - -	35	0	—		—		—		—	—	
LINE 19.											
Carker's-lane - - -	23	0	-	-	-	-	-	-	45·16	—	
LINE 21.											
Ambler's-road - - -	50	0	-	-	-	-	-	-	20·0	—	
LINE 21A.											
Manor-road - - -	52	0	-	-	-	-	-	-	18·14	—	
LINE 22.											
Wick lane - - -	46	0	-	-	25	0	15	0	22·40	Unaltered.	
LINE 24.											
White Post-lane - - -	33	0	-	-	25	0	15	0	18·34	ditto.	
LINE 25.											
Wick-lane - - -	26	0	-	-	25	0	15	0	37·59	ditto.	
White Post-lane - - -	39	0	-	-	25	0	15	0	25·85	ditto.	
Wick-lane - - -	33	0	-	-	25	0	15	0	24·25	ditto.	
Northern Outfall Sewer - - -	-	-	-	-	-	-	-	-	17·0	ditto.	
									Above top of embankment.		
Old Ford-road - - -	23	0	-	-	25	0	15	0	16·36	ditto.	
Le Ferre-road - - -	38	0	42	0	25	0	14	0	15·72	ditto.	
Park-place - - -	42	0	50	0	25	0	15	0	20·0	ditto.	
Tredegar-road - - -	33	0	-	-	25	0	15	0	24·55	ditto.	
Mostyn-terrace - - -	46	0	50	0	-	-	-	-	13·0	—	

2.—CHARING CROSS WESTERN RAILWAY.

Charing-cross
Western Railway.

By this railway it is proposed to form a junction with the Charing-cross Railway, by Waterloo-road, to connect the southern lines with the Victoria Station and the West London Railway, at Hammersmith. Object.

The proposed railway would commence by a junction with the Charing-cross Railway at Waterloo-road, and would pass on the north side of the Waterloo Station and the South Western Railway to the Thames, which would be crossed a little above Lambeth Bridge by a bridge of seven arches,— Route.

Feet.	Feet.
2 of 95·0 span and	16·0 above Trinity high-water mark.
2 of 105·0 „	17·6 above - - - ditto.
2 of 115·0 „	19·0 above - - - ditto.
1 of 120·0 „	20·0 above - - - ditto.

Thence it would run parallel to Holywell-street as far as Kensington-place. The railway would be on a viaduct from its commencement for a length of about 2,200 yards, entering the ground near Kensington-place. For the next 3½ miles it would be below the surface, cutting through and destroying the sewers of Westminster, Belgravia, Chelsea, and Kensington, the rails being from 3 to 10 feet below the levels of the sewers. The lower end of the King's Scholars' Pond Sewer would have to be re-constructed along another route to a new outlet for a length of about three-quarters of a mile. The upper portion of the Victoria-street Sewer would be cut off and left without an outlet, being deeper than the adjoining sewers. This would interfere with the interception of the sewage from other sewers above it. The railway would also be considerably below the invert of the Ranelagh Sewer, which would be cut through at so low a level as to prevent its re-construction, with a fall into the Thames. The Pimlico-road, Blacklands, Fulham-road, and the Gloucester-road Sewers would also be severed. Sewers interfered with.

From Warwick-road, Kensington, the railway would rise with an inclination of 1 in 60, passing the West London Extension Railway, and descending again at an inclination of 1 in 90 to join that railway, near Hammersmith-road. The length of this railway would be a little over five miles. West London Extension Railway.

There would also be a junction with the Charing-cross Railway at the south side of the Charing-cross Bridge, about a quarter of a mile in length, the whole being on viaduct. An extension of the main line, 5 furlongs and 5 chains in length, would also be formed from the West London Extension Railway to a terminal station in the Hammersmith-road, about a quarter of a mile east of Hammersmith Bridge. Junction with Charing-cross Railway.

The following Tables show in detail the manner in which the sewers and roads will be interfered with :—

S E W E R S.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
	ft. in. ft. in.	feet.	feet.			ft. in.		
ington-place - -	5 3 by 2 6	8·0	1·0	None -	-	-	-	To be stopped up.
er-street - - -	- - -	8·0	3·0	Partly de- stroyed.	-	-	-	
e-street - - -	5 6 by 3 0	10·0	7·0	- ditto -	-	-	-	To be diverted.
ent-street - - -	5 6 „ 3 0	12·0	14·6	Destroyed	-	2 6	-	
r-street - - -	3 9 „ 2 6	14·0	18·6	- ditto -	-	Unaltered.	-	

Charing Cross Western Railway—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
Grey Coat-place - -	ft. in. ft. in. 3 11 by 2 7	feet. 12·0	feet. 20·6	Destroyed	-	Unaltered.		
Artillery-row - -	18 in. bar. -	—	—	—	—	—		
Victoria-street - -	ft. in. ft. in. 5 0 „ 3 6	18·0	21·6	- ditto -	-	Unaltered.		
King's Scholars' Pond Sewer	10 4 „ 9 6	9·0	16·0	- ditto.	-	—		
Allington-street - -	4 0 „ 2 6	9·0	20·0	- ditto -	-	Unaltered.		
Vauxhall Bridge-road - -	5 0 „ 3 6	10·0	20·6	- ditto -	-	ditto.		
Lower Belgrave-place - -	5 6 „ 3 0	12·0	21·0	- ditto -	-	ditto.		
Eccleston-street East - -	5 6 „ 3 0	14·0	24·0	- ditto -	-	ditto.		
Eccleston-street South - -	5 6 „ 3 0	15·0	23·6	- ditto -	-	ditto.		
Eccleston-place - -	3 0 „ 2 0	10·0	21·6	- ditto -	-	ditto.		
Elizabeth-street - -	4 0 „ 2 6	11·0	20·0	- ditto -	-	ditto.		
Spring-gardens - -	2 9 „ 1 6	7·0	21·0	- ditto -	-	ditto.		
Flask-row - -	2 6 „ 1 6	7·0	22·6	- ditto -	-	ditto.		
Upper Ebury-street - -	5 0 „ 2 6	13·0	22·0	- ditto -	-	ditto.		
Graham-street - -	5 6 „ 3 0	14·0	22·0	- ditto -	-	ditto.		
Westbourne-street - -	5 10 „ 3 0	15·0	22·0	- ditto -	-	ditto.		
Whittaker-street - -	5 9 „ 3 0	14·0	21·6	- ditto -	-	ditto.		
Ranelagh Sewer - -	9 feet bar. -	13·0	18·0	- ditto -	-	ditto.		
Lower George-street - -	- -	-	23·6	- ditto -	-	ditto.		
Sloane-square - -	ft. in. ft. in. 5 10 by 3 5	16·0	23·6	- ditto -	-	ditto.		
New Road - -	- -	9·0	19·0	- ditto -	-	ditto.		
Draycott-place - -	ft. in. ft. in. 5 6 by 3 0	8·0	19·0	- ditto -	-	ditto.		
Draycott-street - -	- -	10·0	19·0	- ditto -	-	ditto.		
South-street - -	- -	10·0	20·6	- ditto -	-	ditto.		
Halsey-terrace - -	ft. in. ft. in. 5 8 by 3 0	12·0	20·6	- ditto -	-	ditto.		
Moore-street - -	4 7 „ 3 0	13·0	22·0	- ditto -	-	ditto.		
Halsey-street - -	4 7 „ 2 10	13·0	21·6	- ditto -	-	ditto.		
Princes-street - -	4 0 „ 2 7	11·0	22·0	- ditto -	-	ditto.		
Wood-street - -	18 in. bar. -	11·0	21·6	- ditto -	-	ditto.		
James-street - -	ft. in. ft. in. 5 6 by 3 0	8·0	21·0	- ditto -	-	ditto.		
Henry-street - -	5 8 „ 3 0	-	20·6	- ditto -	-	ditto.		
Green-street - -	18 in. bar. -	6·0	20·6	- ditto -	-	ditto.		
Smith-street - -	18 in. bar. -	6·0	20·0	- ditto -	-	ditto.		
Caroline-place - -	- -	5·0	20·0	- ditto -	-	ditto.		
Marlborough-road - -	ft. in. ft. in. 5 8 by 3 0	9·0	20·0	- ditto -	-	ditto.		
Fulham-road - -	8 8 „ 3 0	12·0	20·6	- ditto -	-	ditto	-	Also crosses a br from this sewer i Marlborough-roa
Pelham-place North - -	- -	12·0	21·6	- -	-	ditto.		
Old Brompton - -	ft. in. ft. in. 5 6 by 3 0	10·0	19·6	Destroyed	-	ditto.		
Cromwell-lane - -	- -	19·6	—	—	—	—		
Prince Albert-road - -	ft. in. ft. in. 3 9 by 2 6	8·0	19·6	Destroyed	-	Unaltered	-	Also interferes with other, crossing Albert-road in a lique direction.
Gloucester-road - -	5 6 „ 3 0	10·0	18·0	- -	-	ditto.		

Charing Cross Western Railway—continued.

R O A D S.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration. 1 in.
	ft. in.	ft. in.	ft. in.	ft. in.	feet.		
terloo-road - - -	90 0	98 0	76 0	20 0	24·6	—	From Robert-street, in an oblique course to west end of Vine-street.
bert-street - - -	11 0	11 0	25 0	16 0	23·6	Unaltered.	
e-street - - -	20 0	35 0	25 0	15 0	26·6	To be diverted -	
ss-street - - -	10 0	10 0	—	—	—	—	
e-street - - -	35 0	54 0	30 0	16 0	28·0	Unaltered.	
unby-place - - -	18 0	22 0	25 0	16 0	27·6	ditto.	
k-street - - -	28 0	28 0	25 0	16 0	26·6	ditto.	
stminster Bridge-road -	61 0	61 0	61 0	16 0	22·0	ditto.	
per Marsh - - -	25 0	25 0	29 6	16 0	21·0	ditto.	
lisle-street - - -	20 0	20 0	25 0	16 0	21·6	ditto.	
en-street - - -	35 0	35 0	33 6	16 0	22·6	ditto.	
mer-street - - -	25 0	25 0	25 0	16 0	21·6	ditto.	
ad between Homer-street and Park-road.	28 0	28 0	—	—	—	—	
lisle-street - - -	39 0	39 0	- -	- -	23·0	To be diverted.	
k-place - - -	29 0	29 0	29 6	16 0	23·0	Unaltered.	
			Two of				
rch-street - - -	75 0	75 0	33 0	16 0	22·6	ditto.	
dmill-street - - -	28 -	32 0	—	—	—	—	
l-street - - -	40 0	40 0	38 0	16 0	21·0	Unaltered.	
adise-street - - -	20 -	24 0	25 0	16 0	18·0	ditto.	
h-street - - -	38 0	38 0	35 0	16 0	18·6	ditto.	
ver Fore-street - - -	10 0	10 0	25 0	16 0	20·0	ditto.	
			Two arches 95 0	16 0			
			Two arches 105 -	17 6			
River Thames - - -	- -	- -	Two arches 115 0	19 0			
			One arch 120 0	20 0			
bank-row - - -	35 0	40 0	35 0	16 0	18·0	Unaltered.	Width of river, according to plan, 803·0 feet.
on-place - - -	29 0	32 0	32 0	15 0	16·6	To be lowered, 1·6	
son-street - - -	42 0	50 0	- -	- -	12·0	To be stopped up.	
l-street - - -	40 0	40 0	- -	- -	6·0	- - ditto.	
sington-place - - -	35 0	35 0	- -	- -	- -	- - ditto.	

3. METROPOLITAN GRAND UNION.

Metropolitan
Grand Union.

This Bill proposes to connect the Brighton and South Eastern Railways by a bridge over the Thames, near the Tower, with the City Branch of the North London Railway, the Blackwall Railway, and the Metropolitan, some of the branches being above and some underground. From the Tower a low level line will be carried between Thames-street and Cannon-street to and under the Thames Embankment to Victoria Station, and thence to Brompton, where one branch will extend to the West London Railway, and another through Kensington Gardens to the junction with the Great Western Railway at Paddington Station. The whole of the main line will be underground, and cut up the sewerage considerably. It will commence by a junction with the West London Railway, between the Uxbridge and Hammersmith Roads, and run in a southerly direction to and under the said railway opposite Pembroke-road,

Sewerage inter-
fered with.

Metropolitan
Grand Union.

Kensington. Thence it will proceed in an easterly direction, crossing under Warwick-road, and the Counter's Creek Main Sewer, about 10 feet below the invert, thence through Old Brompton, crossing Fulham-road, Sloane-square, Belgrave-place, Pimlico-road, and Stockbridge-terrace. Here two junctions connect it with the Victoria Railway Station. Thence it will proceed along the north side of Victoria-street and Tothill-street, through the Broad Sanctuary and New Palace-yard, on to and under the Thames Embankment to Blackfriars Bridge; thence along the north side of Upper Thames-street, crossing King William-street; thence to Trinity-square and Whitechapel-road, opposite the Minories, continuing northward to Bishopsgate-street. It will have a branch running westward, and crossing South-place and Finsbury Pavement, joining the Metropolitan Extension Railway at Milton-street; and another branch from Bishopsgate-street, running northward, and on the west side of Shoreditch, connecting the North London Extension; and a third branch at the Minories joining the Blackwall line; also, a branch running from Trinity-square, crossing the Thames on the west side of the Tower to the South Eastern Railway, and running on the north side of it for a considerable distance, and having two junctions with the South Eastern and Brighton lines, near Blue Anchor-road.

Branch lines.

Another branch line is proposed to join the Great Western at the goods depôt, near the Paddington Station, and run along Eastbourne-terrace, crossing Westbourne-terrace and the Gloucester-road: thence by the side of Christ Church, crossing Uxbridge-road and through Kensington Gardens, Kensington-road, and along the Exhibition-road, and be connected with the first railway at Pelham-road.

New street formed.

It is further proposed to make a new street between Bishopsgate-street and Whitechapel, opposite the Minories, as a substitute for the streets blocked up in that neighbourhood.

Counter's Creek
and other sewer
destroyed.

The railway, after its junction with the West London Railway, will pass under Hammersmith-road at a depth of 17 feet 6 inches. At the Warwick-road it will be 27 feet 3 inches, being about 10 feet below the level of the Counter's Creek Main Sewer, which will be completely destroyed. The Gloucester-road Main Sewer is about 12 feet above the level of the rails. The Sewage Manure Company's Sewer in the Fulham-road, and all the local sewers, as well as the Ranelagh Main Line, near Sloane-square; the King's Scholars' Pond Sewer, near Victoria-street; Tothill-street Sewer at Broadway, and the Victoria-street Sewer, between Tothill-street and Parliament-street, would also all be destroyed.

Railway under
Thames Embankment.

The railway under the Thames Embankment will be about 3 feet above the level of the Low Level Sewer, near Westminster Bridge, and about 5 feet at the east end of the Temple, thus enabling the district sewers to be carried beneath it to the Low Level Sewer. It will be just above the level of the invert of the new Main Fleet Sewer at Chatham-place, and would completely destroy it. The railway will then pass along the line of the new Mansion House-street as far as Lambeth-hill, rising at an inclination of 1 in 100.

Fleet Sewer
destroyed.

City Sewers
destroyed.

The local sewers in the City of London cut through might be deepened and drained into the Low Level Sewer, which will be a considerable depth below this railway.

Mansell-street
stopped, and
Great Prescott-
street diverted.

The railway will pass over the Low Level Sewer in Great Tower-street, at which point the invert of the sewer will be about 28 feet below the level of the rails. It will then pass under the Haydon-square Branch of the North Western Railway 25 feet 9 inches below the level of its rails, and nearly on a level with Mansell-street, and 4 feet above Great Prescott-street. The former would be stopped up, and the latter diverted and carried on the north side of the intended railway. At Chamber-street the rails will be about 10 feet above the surface of the road, which is to be diverted, and to pass on to the south side of the railway. The railway will then pass over Leman-street 18 feet 9 inches above the surface, by a bridge 55 feet span, 17 feet high, leaving the level of the road unaltered; the line will be thence horizontal, and will join the Blackwall Railway at Christian-street.

At Cooper's-row, Tower-hill, the Railway No. 2 will commence and form a continuation of the Low Level Railway, to join the Metropolitan and North London

Metropolitan
Grand Union.

London Railways. It will run under the London and Blackwall, at a depth of 40 feet 6 inches. At the Minories it will be 20 feet 9 inches below the surface, and about 9 inches above the invert of the sewer, which will be destroyed. Church-street Sewer will be cut in two at about 1'3 above its invert. This railway will terminate at Three King's-court, at about 18 feet below the surface.

Sewers destroyed.

The Railway No. 10, being a short curved junction with the Haydon-square Branch of the North Western Railway, will run in a north-easterly direction, and above ground the whole distance, terminating at Three Kings'-court. At this point the rails will be nearly 40 feet above those of the railway last described; the former will continue and pass under Aldgate High-street at about 18 feet below the surface, destroying the sewer, and the latter about 20 feet above, or a difference of 38 feet between the level of the rails of the two lines.

Aldgate Sewer
destroyed.

From Three King's-court there would be three lines of railway from the low level system, and three from the high level, this arrangement being for the purpose of connecting the Metropolitan Underground Railway with both the high and low level herein proposed, and also with the North London High Level Railway.

Branch lines to
connect high and
low level rail-
ways.

The three lines of railway to connect the Metropolitan, after crossing Bishopsgate-street, merge into one line, passing under the proposed North London Railway, and on to Wilson-street; from thence it will be in tunnel to its termination, crossing South-place and Finsbury Pavement, joining the Metropolitan Railway at Milton-street.

The London Bridge Main Sewer at Finsbury Pavement will be crossed at about 4 feet above its invert, and the local sewers will be seriously interfered with or destroyed.

Sewers interfered
with.

The three lines of railway connecting the North London Extension, merge into one line, at a short distance from Bishopsgate-street, which then runs in a northerly direction, crossing over the North London Railway at Cumberland-street, and by means of a second branch line, forms a double junction with the North London Railway at New Norfolk-street. There will also be a short line between Acorn-street and Worship-street.

The new street to be formed runs by the west side of the proposed railway, and will commence nearly opposite the Minories, and terminate in Bishopsgate-street at Artillery-lane; the greatest inclination being 1 in 47, and the least 1 in 450, the length being about three furlongs; the width is not given.

New street formed.

The levels and course of the side streets will be materially altered between Aldgate and Shoreditch; as they will either be diverted, lowered, raised, or stopped up. Clause 25 in this Bill would give power to the Company to arch over Wentworth-street, Whitechapel, by a bridge 7 feet 6 inches high and 15 feet wide, after this road has been lowered 4 feet, and Mill-yard by a bridge 12 feet span, the height not being stated in the Bill, but on the section it is given as 18 feet high, with the level unaltered. In the same clause, College-street, Horselydown, is proposed to be crossed by a bridge 15 feet in width, the height given in the section being 76 feet. The present width of the streets are given in the table appended hereto.

Streets altered.

The line connecting the railways on the south side of the river will commence by a junction with Railway No. 6, at Three Kings'-court, and take a southerly course, passing over the London and Blackwall Railway, along the west side of Trinity-square, and at a height of 51 feet 6 inches above the surface, passing on to the Tower Dock, and crossing over the River Thames by a bridge of one span of 820 feet, and 100 feet above Trinity high-water mark. On the Surrey side it will run on the west side of Stoney-lane, and on the east side of, and parallel for some distance with, the South Eastern Railway, and form a junction with it near Blue Anchor-road. Artillery-street is to be diverted from the east side of the intended Railway. The railway will have a junction from Neckinger-road, which will pass over the South Eastern Railway 17 feet 6 inches above the rails; it then will have another curve, and run close to, and connect with, the authorised London and South Coast Railway Extension to London, near Blue Anchor-road. The whole length of this line will be on viaduct, and a considerable portion at a very high altitude.

Surrey Line con-
nected.

Route.

Artillery-street
diverted.

Metropolitan
Grand Union.

Great Western
connexion.

Sewers interfered
with.

Route.

Ranelagh and other
sewers destroyed.

Victoria Station
Junction.

King's Scholars'
Pond and other
Sewers interfered
with.

The railway connecting the Great Western Railway will commence by a junction with the intended Railway in the Pelham-road, and will cut off all the sewers along its route. It will be in tunnel, and pass along the Exhibition-road, crossing Kensington-road at a depth of 41 feet 6 inches. It will then run across and under Kensington Gardens, crossing the Uxbridge-road opposite Christ Church. At this point the Middle Level Sewer will be crossed, but not interfered with, the sewer being 31 feet 6 inches deep at this point, and the Railway 18 feet. From this point to its junction with the Great Western Railway, the line will cause destruction to the entire drainage of the locality through which it passes, extending to districts beyond by cutting off the Ranelagh Main Sewer at the Gloucester-road, which is the outlet for districts extending to Hampstead on the north, Lisson-grove on the east, and Westbourne on the west.

The two junctions connecting Railway No. 1 with the Victoria Station, will commence on the north side of Victoria-street, and cross, and cut in two, the King's Scholars' Pond Sewer. The Sewer will be crossed at this point three times. The Vauxhall Bridge-road Sewer, Wilton-road Sewer, and Allington-street Sewer will also be destroyed.

There is no clause (general or special) in this Bill protecting the works of the Board, or of the Vestries or District Boards.

The following Tables show in detail the nature of the interference with the several Streets and Sewers:—

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
RAILWAY No. 1.			feet.					
Hammersmith-road	-	-	17.6	Sewers entirely destroyed.	-	-	-	
West London Railway	-	ft. in. ft. in. 3 0 by 2 0	No level	- ditto -	-	-	-	
Warwick-road	-	feet. 18.0	27.3	- ditto -	-	-	-	Sewers to be diverted and reconstructed
Gloucester-road	-	Counter's Creek Sewer. ft. in. ft. in. 5 8 by 3 1	12.0	23.6	- ditto -	-	-	- ditto.
Bute-street	-	9-inch pipe	9.0	25.6	- ditto -	-	-	- ditto.
Smith-street	-	18-in bar.	11.0	20.10	- ditto -	-	-	- ditto.
Green-street	-	18-in bar.	8.0	21.3	- ditto -	-	-	- ditto.
James-street	-	ft. in. ft. in. 5 6 by 3 3	9.3	22.4	- ditto -	-	-	Sewer to be diverted
Wood-street	-	5 6 „ 3 0	9.3	22.9	- ditto -	-	-	- ditto.
Princes-street	-	4 0 „ 2 7	10.6	22.9	- ditto -	-	-	- ditto.
Halsey-street	-	4 0 „ 2 7	9.6	22.3	- ditto -	-	-	- ditto.
Moore-street	-	4 7 „ 3 0	9.6	22.2	- ditto -	-	-	- ditto.
South-street	-	5 6 „ 3 0	9.0	20.3	- ditto -	-	-	- ditto.
Draycot-street	-	18-inch bar.	No levels	18.6	- ditto -	-	-	- ditto.
Draycot-place	-	ft. in. ft. in. 5 6 by 3 3	7.9	17.6	- ditto -	-	-	- ditto.
New-road	-	5 7 „ 3 0	8.8	18.0	- ditto -	-	-	- ditto.
Sloane-square	-	5 10 „ 3 5	13.4	22.0	- ditto -	-	-	- ditto.
Skinner-street	-	9 0 „ 9 0	8.9	19.0	- ditto -	-	-	- ditto.
Westbourne-street and Newland-street.	-	5 6 „ 3 0	13.3	21.3	- ditto -	-	-	- ditto.
Graham-street	-	5 6 „ 3 0	13.3	22.6	- ditto -	-	-	- ditto.
Coleshill-street	-	5 6 „ 2 6	12.0	23.9	- ditto -	-	-	- ditto.
Upper Ebury-street	-	3 3 „ 2 0	10.9	23.6	- ditto -	-	-	- ditto.
Flask-row	-	Pipe	No level	23.0	- ditto -	-	-	- ditto.
Elizabeth-street	-	ft. in. ft. in. 4 0 „ 2 6	9.9	20.6	- ditto -	-	-	- ditto.
Elizabeth-court	-	3 3 „ 2 0	10.0	21.0	- ditto -	-	-	- ditto.

Metropolitan Grand Union—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
RAILWAY No. 1—contd.								
Eleston-street, South	5 6 by 3 0	13·3	21·9	Sewers en- tirely de- stroyed.	—	—	—	Sewer to be diverted.
Ver Belgrave-place	5 6 „ 3 0	10·6	18·6	- ditto -	—	—	—	- ditto.
Exhall Bridge-road	5 6 „ 3 0	10·0	18·3	- ditto -	—	—	—	- ditto.
ington-street	4 6 „ 2 6	7·9	16·6	- ditto -	—	—	—	- ditto.
tingham row	5 6 „ 3 0	8·9	18·0	- ditto -	—	—	—	- ditto.
le Chapel-street	3 0 „ 2 0	7·0	16·6	- ditto -	—	—	—	- ditto.
deners'-lane	12-inch pipe	7·0	17·0	- ditto -	—	—	—	- ditto.
	ft. in. ft. in.							
adway	4 0 by 2 6	13·6	17·0	- ditto -	—	—	—	- ditto.
adway	3 9 „ 2 0	—	—	- ditto -	—	—	—	- ditto.
ad Sanctuary	5 0 „ 3 0	11·3	16·0	- ditto -	—	—	—	- ditto.
ad Sanctuary	5 6 „ 4 0	16·0	18·6	- ditto -	—	—	—	- ditto.
ad Sanctuary	5 6 „ 3 0	16·0	18·6	- ditto -	—	—	—	- ditto.
Margaret-street	5 9 „ 3 0	16·9	19·9	- ditto -	—	—	—	- ditto.
Margaret-street	5 0 „ 3 0	—	—	- ditto -	—	—	—	- ditto.
lge-street	—	19·1	22·6	- ditto -	—	—	—	- ditto.
	iron pipe	—	—	—	—	—	—	Tunnel passes over.
	ft. in. ft. in.							
eshore of the Thames	6 3 by 5 0	—	—	—	—	—	—	Tunnel crosses sewer.
	5 0 „ 3 0	—	—	—	—	—	—	- ditto.
	5 6 „ 3 0	—	—	—	—	—	—	- ditto.
t Bridge-street	19 0 „ 12 0	12·9	31·6	17·6	—	—	—	Fleet Sewer destroyed.
g William-street	9 2 „ 7 4	34·3	29·6	4·9	—	—	—	Sewer partially de- stroyed.
at Tower-street	9 2 „ 7 4	—	14·6	—	—	—	—	Low Level Sewer about 28 feet below rails.
ories	4 6 „ 2 9	23·3	17·9	—	—	—	—	Partially destroyed.
issell-street	no size given	14·2	0·6	None	—	—	—	—
at Prescott-street	- ditto	16·0	above surface.	—	—	—	—	—
umber-street	- ditto	17·10	- ditto -	—	—	—	—	—
an-street	- ditto	21·0	- ditto -	—	—	—	—	—
er's-row	-	—	- ditto -	—	—	—	—	—
church-lane	-	14·6	- ditto -	—	—	—	—	—
RAILWAY No. 2.								
ories	- ditto	20·8	20·9	0·9	—	—	—	Sewer destroyed.
rch-street	- ditto	16·3	17·6	1·3	—	—	—	Sewer partially de- stroyed.
	ft. in. ft. in.							
gate High-street	5 6 by 3 6	21·2	18·0	3·2	—	—	—	- ditto.
dlesex street	5 6 „ 3 6	20·0	21·0	1·0	—	—	—	Sewer destroyed.
utworth-street	5 6 „ 3 6	14·0	29·0	6·9	—	—	—	- ditto.
g-alley, back of	4 11 „ 2 10	7·9	16·3	8·6	—	—	—	- ditto.
on-street	5 0 „ 3 4	—	—	—	—	—	—	- ditto.
h-place	6 4 „ 5 0	25·2	23·0	2·9	—	—	—	- ditto.
	3 10 „ 2 9	9·0	—	14·0	—	—	—	—
bury Pavement	7 6 „ 5 6	—	—	—	—	—	—	Within City boundary.
RAILWAY No. 3.								
am-place, North	5 0 „ 2 7	9·9	24·0	14·3	—	—	—	Sewer partially de- stroyed.
ed-place West, Mews	12-inch bar.	6·0	22·0	16·0	—	—	—	- ditto.
	ft. in. ft. in.							
ed-place West	4 0 by 2 6	8·9	22·0	13·3	—	—	—	- ditto.
Brompton	12-inch pipe	8·6	19·3	10·6	—	—	—	- ditto.
	ft. in. ft. in.							
nwell-lane	3 0 by 2 6	10·6	23·0	12·6	—	—	—	- ditto.
hibition-road	3 0 „ 2 6	10·6 to 13·0	23·0 to 31·0	12·6 to 18·0	—	—	—	- ditto.
hibition-road	3 0 „ 2 0	13·0 to 14·3	31·0 to 39·0	18·0 to 24·9	—	—	—	- ditto.
ridge-road	6 0 „ 4 0	31·6	18·2	13·4	—	—	—	Middle Level Sewer not interfered with.

Metropolitan Grand Union—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration.	REMARKS.
					Lowered.	Raised.	1 in.	
RAILWAY No. 3—contd.		ft. in. ft. in.	feet.	feet.			ft. in.	
Uxbridge-street - -	3 9 by 2 6	15.2	20.9	4.10	-	-	-	Sewer destroyed.
Uxbridge-street - -	3 9 „ 2 6	14.6	21.0	6.6	-	-	-	- - ditto.
Elm-lane to Conduit-street	5 0 „ 2 6	12.6	17.6	5.0	-	-	-	Sewer opposite Elm- and junction the destroyed.
Gloucester-road - -	8 6 „ 10 6	20.0	20.6	0.6	-	-	-	Ranelagh sewer ent destroyed.
Conduit-street - -	5 6 „ 3 0	15.0	20.6	5.6	-	-	-	Sewer destroyed.
Westbourne-terrace -	5 6 „ 3 0	13.9	20.9	7.0	-	-	-	- - ditto.
Conduit-street - -	5 0 „ 2 6	15.0	20.9	5.9	-	-	-	Sewer and junc destroyed.
Spring-street - -	5 6 „ 3 0	16.9	20.6	3.9	-	-	-	Sewer destroyed.
	5 6 „ 8 0	16.9	20.6	3.9	-	-	-	Junctions to sewer stroyed.
RAILWAY No. 4.								
Westbourne-terrace -	5 6 by 3 0	13.9	20.3	6.6	-	-	-	Sewer destroyed.
Charles-mews - -	3 10 „ 2 6	9.4	20.9	11.5	-	-	-	- - ditto.
Eastbourne-terrace -	5 6 „ 3 0	17.3	26.3	9.0	-	-	-	- - ditto.
		to 17.10	to 20.0	to 2.2				
RAILWAY No. 5.								
Bishop's-road - -	5 6 by 3 0	17.10	20.0	2.2	-	-	-	Sewer destroyed.
Ditto - -	5 6 „ 3 0	34.6	20.0	14.6	-	-	-	Sewer not inter with.
Vauxhall Bridge-road -	11 2 „ 11 10	13.3	20.9	7.6	-	-	-	Sewer destroyed.
Ditto - -	2 0 bar. -	9.0	19.0	10.0	-	-	-	- - ditto.
	ft. in. ft. in.							
Ditto - -	5 6 by 3 0	9.0	19.0	10.0	-	-	-	- - ditto.
Ditto - -	6 6 „ 3 0	10.0	19.0	9.0	-	-	-	- - ditto.
Ditto - -	5 0 „ 3 0	9.0	19.0	10.0	-	-	-	- - ditto.

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alt.			
								1 in			
RAILWAY No. 1.			ft.	in.	ft.	in.	ft.	in.	Below surface.		
Mansell-street - - -	- - -	- - -	- - -	- - -	In cutting	- - -	6 in.	To be closed.			
							Above surface.				
Great Prescott-street -	- - -	- - -	- - -	ditto	- - -	- - -	4.0	To be diverted -	-	1 in 188.	
Chamber-street - - -	- - -	- - -	- - -	ditto	- - -	- - -	10.0	- - ditto -	-	{ 1 in 177.	
Leman-street - - -	55 0	55 0	55 0	17 0	18.3	Unaltered.				1 in 104.	
Gower's-row - - -	12 0	12 0	12 0	18 0	19.6	—					
Back Church-lane - -	30 0	30 0	30 0	18 0	20.6	Unaltered.					
RAILWAY No. 2.							Below surface.				
Hutchinson-street - -	- - -	- - -	- - -	- - -	- - -	- - -	-	To be shut up.			
Middlesex-street - -	- - -	- - -	- - -	- - -	- - -	- - -	21.0	To be diverted -	-	1 in 47.	
Wentworth-street - -	- - -	- - -	- - -	- - -	- - -	- - -	20.9	To be lowered 4	feet 3 inches.	1 in 14.	
Cobb's-yard - - -	- - -	- - -	- - -	- - -	- - -	- - -	20.9	Unaltered.			
Widgate-street - - -	- - -	- - -	- - -	- - -	- - -	- - -	20.3	To be diverted -	-	1 in 125.	
Sandy's-row - - -	- - -	- - -	- - -	- - -	- - -	- - -	20.3	- - ditto -	-	1 in 450.	
Artillery-lane - - -	- - -	- - -	- - -	- - -	- - -	- - -	20.3	To be raised 1 foot	3 inches.	1 in 78.	

Metropolitan Grand Union—Streets—*continued.*

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.		Alteration of Level of Roads.	Inclination of Proposed Alteration	
	ft.	in.		ft.	in.		ft.	in.		1 in.	
RAILWAY No. 6.	ft.	in.	ft.	in.	ft.	in.	ft.	in.			
Anchor-lane - - -	-	-	-	-	35	0	21	0	23	6	Unaltered.
road - - -	50	0	58	0	50	0	32	0	35	0	ditto.
t-street - - -	26	0	26	0	26	0	33	0	36	3	ditto.
itto - - -	30	0	30	0	30	0	34	0	37	0	ditto.
kinger-road - - -	60	0	60	0	60	0	40	0	43	6	ditto.
kinger-street - - -	25	0	25	0	25	0	42	0	46	6	ditto.
everance-street - - -	23	0	23	0	23	0	42	0	46	6	ditto.
h's-place - - -	12	0	12	0	-	-	-	-	-	-	ditto.
ling-street - - -	25	0	25	0	25	0	47	0	51	0	ditto.
sell-street - - -	30	0	30	0	30	0	58	0	62	0	ditto.
rch-grove - - -	20	0	20	0	20	0	64	0	67	6	ditto.
rch-street - - -	32	0	32	0	32	0	65	0	69	6	ditto.
llery-street - - -	30	0	30	0	-	-	-	-	72	6	To be diverted -
sh-street - - -	25	0	25	0	40	0	72	0	75	6	Unaltered.
ham-street - - -	25	0	25	0	25	0	73	0	77	0	ditto.
ege street - - -	15	0	15	0	15	0	76	0	80	0	ditto.
rdalene-street - - -	22	0	22	0	22	0	78	0	82	0	ditto.
ey-street - - -	75	0	75	0	75	0	80	0	84	6	ditto.
ey-lane - - -					75	0	80	0	85	0	ditto.
r Thames - - -	-	-	-	-	820	0	100	0	100	0	Above high water.
at Tower Hill - - -	-	-	-	-	-	-	-	-	67.6 to 93.6	-	Above surface.
ity-square - - -	160	0	160	0	160	0	32	0	51	6	Unaltered.
ge-gardens - - -	30	0	30	0	30	0	40	0	42	6	ditto.
hester-street - - -	25	0	25	0	25	0	40	0	42	3	ditto.
er's-row - - -	30	0	30	0	30	0	42	0	44	3	ditto.
on and Blackwall Rail- way. - - -	-	-	-	-	40	0	16	0	17	6	ditto.
h-street - - -	50	0	50	0	50	0	28	0	31	9	ditto.
street - - -	20	0	20	0	20	0	28	0	30	3	ditto.
ories - - -	45	0	45	0	45	0	22	0	25	6	ditto.
rch-street - - -	25	0	25	0	25	0	23	0	26	6	ditto.
ate High-street - - -	-	-	-	-	75	0	17	6	20	0	Unaltered.
hinson-street - - -	-	-	-	-	-	-	-	-	-	-	To be shut up.
llessex-street - - -	22	0	22	0	-	-	-	-	-	-	To be diverted -
tworth-street - - -	-	-	-	-	15	0	7	6	25	0	To be lowered 4 feet 3 inches.
's-yard - - -	-	-	-	-	-	-	-	-	-	-	ditto.
y's-row - - -	15	0	15	0	-	-	-	-	23	6	To be diverted -
egate-street - - -	15	0	15	0	-	-	-	-	23	6	ditto -
ery-lane - - -	20	0	20	0	20	0	18	0	21	6	To be raised 1 foot 3 inches.
opsgate-street - - -	75	0	75	0	75	0	23	0	26	0	Unaltered.
g-street - - -	20	0	20	0	20	0	27	0	29	0	ditto.
ner-street - - -	25	0	25	0	25	0	28	0	30	6	ditto.
rose-street - - -	35	0	35	0	35	0	28	0	30	9	ditto.
hip-street - - -	25	0	25	0	25	0	34	0	36	6	ditto.
erland-street - - -	45	0	45	0	45	0	34	0	37	0	ditto.
h London Railway - - -	-	-	-	-	45	0	16	0	18	0	ditto.
well-lane - - -	30	0	30	0	30	0	23	0	25	6	ditto.
's-court - - -	20	0	20	0	20	0	25	0	27	0	ditto.
Inn-yard - - -	20	0	20	0	20	0	21	0	23	6	ditto.
nan's-row - - -	25	0	25	0	25	0	20	0	22	6	ditto.
Norfolk-street - - -	25	0	25	0	25	0	20	0	22	6	ditto.
RAILWAY No. 7.											
-street North - - -	25	0	25	0	25	0	38	0	41	0	Unaltered.
oad - - -	50	0	70	0	50	0	39	0	42	0	ditto.
Anchor-lane - - -	70	0	70	0	70	0	22	0	24	6	ditto.

Metropolitan Grand Union—Streets—*continued*.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alteration 1 in.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.						
RAILWAY No. 8.														
Cooper's-row - - -	30	0	30	0	30	0	42	0	41.3		Unaltered.			
London and Blackwall Rail- way.	-	-	-	-	40	0	16	0	17.6		ditto.			
America-square - - -	94	0	94	0	94	0	31	0	33.6		ditto.			
Minories - - - - -	50	0	50	0	50	0	30	0	33.3		ditto.			
Mansell-street - - -	-	-	-	-	-	-	-	-	38.6		To be diverted.		Horizontal.	
Great Prescott-street -	-	-	-	-	-	-	-	-	34.0		ditto.		ditto.	
Chamber-street - - -	-	-	-	-	-	-	-	-	25.0		ditto.		1 in 177	
Leman-street - - - -	70	0	-	-	70	0	18	0	20.3		Unaltered.			
Mill-yard - - - - -	12	0	-	-	12	0	18	0	19.5		ditto.			
Back Church-lane - - -	30	0	-	-	30	0	18	0	20.6		ditto.			

London Union
Railway's

4.—LONDON UNION RAILWAYS.

Object.
Route.

THIS Railway is intended to start from the Midland Railway near Hampstead, and pass by the side of the West London Railway to Fulham, then to cross over it and go along the north side of the Thames to Chelsea Bridge, where a branch will cross the Thames near to the Millbank Penitentiary, and join the Bricklayer's Arms extension of the South Eastern Railway. The main line will then proceed through Pimlico to Westminster Bridge, and thence along and under the Thames Embankment and New-street to the Mansion House. Another branch will start from the West London Railway at Kensington Station, and passing through and under Hyde Park, the Green Park and St. James' Park and under the Admiralty, will join the Thames Embankment Railway above the Charing Cross Bridge. Another short branch from Blackfriars Bridge will connect the Thames Embankment Railway with the Metropolitan at the Faringdon-street Station.

Line No. 1.

Railway No. 1 will join the Midland Railway on the east side of the Edgware-road, Child's Hill Lane, Cricklewood, and crossing the Edgware-road, pass through Willesden Green over the Hampstead Junction Railway at Holsden Green, and with a branch (No. 2) join that railway. It will then pass over the North Western, West London, and Great Western Railways, and run on the west side of the West London Railway to Sand's End, Fulham.

Line No. 3.

Railway No. 3 will commence by a junction with the West London Extension, near Poole's-lane, at Sand's End, passing under Cremorne-road, and then along the foreshore of the River Thames to Battersea Bridge; thence through the houses on the south side of Duke-street and Lombard-street, and then enter again on the foreshore of the river to the west side of the gardens of the Royal Hospital, Chelsea. From this point it will be in tunnel, passing under the roadway and the Grosvenor Canal, and through the land agreed to be purchased by this Board of Mr. Kelk for the Western Pumping Station, coming under the Victoria and Pimlico Railway, and through Lupus-street, and along the north side of the Millbank Penitentiary. It will then cross the River Thames by a bridge of seven openings, each of 103 feet span, and of heights from 19 feet above high water on the Middlesex side to 27 feet on the Surrey side, the centre span being 23 feet. The railway will thence pass in an easterly direction, 18 feet above the South Western Railway at Doughty-street, over Kennington-road between Union-street and the church. The railway will then pass High-street, Newington, and Walworth-road near Cross-street, and over the London, Chatham, and Dover Railway, 18 feet above its rails. It will continue in an easterly direction over private property and the Old Kent-road. At Mason-street it will be 18 feet above the surface, and terminate by a junction with the Bricklayers' Arms Extension Railway at St. James'-road.

Line No. 4.

Railway No. 4 will be a curved junction, joining Railway No. 3 with the South Western Railway at Doughty-street.

Railway

Railway No. 5 will be a similar junction joining Railway No. 3 with the London, Chatham, and Dover Railway, near Walworth-road.

London Union
Railways.

Line No. 5.

Line No. 6.

Railway No. 6 will be a continuation of Railway No. 3, running in the line of the Grosvenor Canal, and on a level with its bed, and rising at inclinations of 1 in 200 and 400. It will then join the Victoria Station and Pimlico Railway.

Railway No. 7 will form a junction with Railway No. 6, in the Grosvenor Canal, south of St. George's-road, from which point it will be in tunnel, crossing Lower Belgrave-place at Eccleston-square, and again at Wilton-road, then through private property to and along Victoria-street, through the Broad Sanctuary on to the Thames Embankment.

Line No. 7 con-
nected with Thames
Embankment.

No. 9 will be a continuation of Railway No. 7, running along the centre of the Thames Embankment, at about five feet above the invert of the Low Level Sewer, to Blackfriars, thence in a northerly direction crossing under the new Mansion House-street, and on the east side of the "Times" newspaper office, and under Ludgate-hill, being about 33 feet below the surface. It will then form a junction with the Metropolitan Extension of the London, Chatham, and Dover Railway, near Snow-hill.

Line No. 9 con-
nected with Thames
Embankment.

Railway No. 10 will join Railway No. 9, and be a continuation of it along the line of the New Mansion House-street to the Poultry.

Line No. 10.

Railway No. 8 will commence by a junction with the West London Extension Railway at Kensington Station, running along the Kensington-road in tunnel to Wright's-lane; from Wright's-lane it will pass through private property along the north side of Kensington-square, under Victoria-road, crossing High-street, Kensington, near Hogmore-lane Gate, thence running in tunnel under Hyde Park to Grosvenor-place; thence through the Green Park and St. James's Park, and the Parade, under a portion of the Admiralty Buildings, crossing under Whitehall and along Whitehall-place and the Thames Embankment, joining Railway No. 9 under the Charing Cross Bridge.

Line No. 8 con-
nected with Thames
Embankment.

Railway No. 1 will cross the Edgware-road on a level, and it is proposed to raise it 16 ft., at an inclination of 1 in 30, causing an alteration in the road for nearly a thousand feet.

Edgware-road
raised.

The old line of the Counter's Creek Sewer, on the west side of the West London Railway, will be destroyed, as well as the sewer in the Fulham-road. The Low Level Sewer will be crossed in the Cremorne-road, but it will not be interfered with by the railway, its invert being about 19 ft. below the level of the rails. The railway will next pass through the crown of the new line of the Counter's Creek Sewer, a few feet below its soffit. That portion of the railway running along the foreshore of the river will cut off the outlets of the main sewers, and provision will have to be made to continue these below the railway, to act as storm overflows; the local sewers will be intercepted by the Low Level Sewer.

Outlets of sewers
cut off.

The railway will pass over the Low Level Sewer between the Royal College at Chelsea and Tachbrook-street, or between the outlets of the Ranelagh and King's Scholars' Pond Sewer, and will completely destroy that portion of the district sewers between the proposed pumping station and the King's Scholars' Pond Sewer. The railway will then pass under the ground which the Board have lately agreed to purchase of Mr. Kelk, near the Grosvenor Canal, for a pumping station.

Sewers destroyed.

The local sewers will be interfered with between Besborough-street and the Penitentiary.

Sewers interfered
with.

The whole of the line on the south side of the river would be above ground to its junction with the Bricklayers' Arms Extension, and the heights and spans of the proposed bridges are given in the table.

Railway No. 7 will destroy all the sewers, both main and local, between St. George's-road and the Thames Embankment, or from its commencement to its termination; these include the King's Scholars' Pond Sewer, the whole length of the Victoria-street Sewer, Tothill-street Sewer, and Great George-street and Bridge-street Sewers.

Main sewers
destroyed.

The level of the rails under the embankment will admit of the junction of the local sewers with the Low Level Sewer. At Blackfriars Bridge it would cut

City sewers
affected.

London Union
Railways.

Main and other
sewers interfered
with.

Rotten Row
approach raised.

through the Fleet Sewer, about nine feet below the soffit of the arch, and affect many sewers under the jurisdiction of the City Commissioners.

The railway running through Kensington Gardens, and Hyde Park, the Green Park, and St. James' Park, will destroy the Counter's Creek Sewer at the crossing of the Kensington-road; also nearly half a mile of the sewer in the Kensington-road. It will cut off the main sewer in Young-street, besides the local sewers, and the Ranelagh Storm Overflow, recently constructed through Hyde Park, as well as the Hyde Park Tunnel Sewer; also, the King's Scholars' Pond, and the branch sewer, and the sewer along the Mall and Parade. The approach from Albert Gate to Rotten-row would be raised four feet. The new sewer in Whitehall-place and the Regent-street and Victoria-street Sewers will again be severed. The following tables show in detail the nature of the interference with the several streets and sewers.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer	Depth of Rails	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
		below Surface.	below Surface.		Lowered.	Raised.		
LINE No. 7:								
Lower Belgrave-place -	ft. in. ft. in.	feet.	feet.	Destroyed. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto.	}	- - - Unaltered.		
Belgrave-buildings -	5 6 by 3 0	8.4	19.0					
Wilton-road -	5 6 „ 3 0	10.0	20.0					
Lower Belgrave-place -	5 6 „ 3 0	8.6	18.0					
Vauxhall Bridge-road -	5 6 „ 3 0	10.0	18.0					
Vauxhall Bridge-road -	5 6 „ 3 0	8.4	19.0					
Vauxhall Bridge-road -	2 6 bar -	9.0	19.0					
Vauxhall Bridge-road -	5 6 „ 3 0	9.4	19.0					
King's Scholars' Pond Sewer.	11 7 „ 16 0	13.9	20.0					
Victoria-street -	5 0 „ 3 6	15.6	16.6	- ditto.				
Railway runs along road from Vauxhall Bridge to Tothill-street.	to 5 6 „ 4 0	to 18.0	to 20.6					
Broad Sanctuary, Rail- way runs along whole length of street, Vic- toria-street (Sewer).	5 6 to 4 0	15.8 to 19.10	16.6 to 17.0	- ditto. - ditto.				
St Margaret-street -	5 9 by 3 0	14.6	20.0	- ditto.				
New Palace-yard -	5 9 „ 3 0	14.6	20.0	- ditto.				
Bridge-street -	- - -	20.0	22.0	- ditto.				
Manchester buildings -	3 9 „ 2 6 1 0 „ 1 0 Iron pipe -	14.9 - -	19.0 - -	- ditto.				
LINE No. 8:								
Kensington-road Railway runs along road from Holland-road to Horn- ton-street.	ft. in. ft. in.			Destroyed. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto. - ditto.	}	- - - Unaltered.		
Kensington-road -	6 0 „ 3 2	13.3	19.0					
-	5 6 „ 3 0	12.0 to 12.8	19.0 to 25.0					
Kensington Counter's Creek Sewer.	8 6 „ 8 0	20.0	19.0					
Kensington-road -	3 8 „ 3 4	11.0 to	24.0					
From Newland-street to Hornton-street.	3 9 „ 2 6	15.0						
Campden Hill-road -	5 6 „ 3 0	16.0	24.0					
Hornton-street -	3 0 bar. -	6.7	22.0					
Young-street -	5 6 „ 3 0	11.6	20.0					
(Counter's Creek Sewer, Kensington Branch).								
Hyde-park -	6 6 „ 9 6	7.6	14.0					
Ranelagh Sewer -	5 8 „ 6 2	8.0	15.0					
Ranelagh Storm Overflow	8 0 „ 9 6	11.0	14.0					
Green Park -	8 0 „ 8 0	10.5	17.0					
King's Scholars' Pond Sewer.								
Pall Mall Branch -	6 0 „ 4 0	15.0	19.0					
Green Park.								

London Union Railways—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
Line No. 8—continued.								
St. James' Park	4 10 by 2 6	7.0	19.0	Destroyed				
Parade	12-inch pipe	8.3	16.0	- ditto -				
	ft. in. ft. in.							
Ditto	5 0 by 3 6	8.3	16.0	- ditto.				
Ditto	12-inch pipe	6.3	16.0	- ditto.				
	ft. in. ft. in.							
Whitehall-Place (railway runs along whole length of street).	3 9 „ 2 6	19.6	20.6	- ditto.				
	4 0 „ 2 6	17.0	20.0	- ditto.				
Victoria-street Sewer	2-3 ft. iron pipes	14.0	9.0	- ditto.				
Regent-street Sewer	2-3 ft. iron pipes	14.0	9.0	- ditto.				
	ft. in. ft. in.							
Embankment	4 0 by 2 8	19.3	14.6	Part de- stroyed.	-	-	-	The depth from the sur- face is given from 16.5 above O.D level of proposed embank- ment.
	ft. in.							
LINE No. 9.								
	4-2-6 iron. pipes	25.3	15.6	None	-	-	-	Ditto - - ditto.
	4-3 ft. iron pipes	22.0	15.6	ditto.	-	-	-	Ditto - - ditto.
	ft. in. ft. in.							
	6 3 by 5 0	21.6	15.6	Part destroyed	-	-	-	Ditto - - ditto.
Voyle-street Sewer	5 6 „ 3 0	21.9	16.0	- ditto.	-	-	-	Ditto - - ditto.
Portfolk-street Sewer	5 0 „ 3 0	22.9	16.0	- ditto.	-	-	-	Ditto - - ditto.
Essex-street Sewer	5 6 „ 3 0	22.9	16.0	- ditto.	-	-	-	Ditto - - ditto.
West Sewer, Chatham-place	19 0 „ 12 0	34.0	24.3	- ditto.	-	-	-	Ditto - - ditto.
LINE No. 10.								
The proposed Low Level Sewer runs along the centre of railway to Cannon-street.								
Cannon-street	4 0 „ 2 6	17.0	22.0	Destroyed				
This railway runs along the centre line of the new street, for its entire length, about 20 ft. below the proposed surface.								
No. 1.								
Fulham-road	5 3 „ 3 4	14.9	17.0	Destroyed	-	Unaltered.		
	9-inch pipe	6.0	12.3	- ditto.				
	pipe	5.0	8.5	- ditto.				
	9-inch pipe	6.0	8.3	- ditto.				
	ft. in. ft. in.							
Richmond-road	3 6 by 2 0	19.0	20.2	- ditto	-	Unaltered.		
	9-inch pipe	7.0	9.0	- ditto.				
	6-inch pipe	6.6	7.0	- ditto.				
	ft. in. ft. in.							
Portland-place	5 3 „ 2 6	10.9	10.9	- ditto.				
	5 3 by 2 6	10.9	12.6	- ditto.				
	to	to	to					
	6 3 by 6 4	15.6	17.5	- ditto.				
Wansington-road	6 3 „ 4 0	11.0	17.5	- ditto.	-	Unaltered.		
No. 3.								
						feet.	feet.	
Memorne New-road	5 0 bar.	33.6	14.6	-	-	4.6	20	Low Level Sewer un- altered.
	ft. in. ft. in.							
	9 6 by 9 0	20.0	13.0	Destroyed.				
Essex-row	5 6 „ 3 0	10.0	-	-	-	-	-	Crosses outlet of sewer.
Essex-row	5 6 „ 3 0	10.9	Level of	-	-	-	-	Ditto - - ditto.
Essex Walk	5 7 „ 3 1	14.8	rails about	-	-	-	-	Ditto - - ditto.
Ditto	5 6 „ 3 0	9.4	Ordnance	-	-	-	-	Ditto - - ditto.
Ditto	3 2 „ 2 3	9.4	datum on	-	-	-	-	Ditto - - ditto.
Ditto	5 1 „ 2 7	14.6	foreshore	-	-	-	-	Ditto - - ditto.
Ditto	3 3 „ 2 1	7.4	of river.	-	-	-	-	Ditto - - ditto.
Ditto	4 10 „ 2 7	-	-	-	-	-	-	Ditto - - ditto.
Essex-street Sewer	-	-	-	-	-	-	-	Ditto - - ditto.
Essex-street Sewer	9-ft. bar.	13.0	13.6	Destroyed	-	-	-	Ranelagh Sewer en- tirely destroyed.
Ditto	6 9 bar.	35.0	13.6	-	-	Unaltered.	-	Low Level Sewer runs the whole length of
		50.0	32.0					this road, and through private property, to Lupus-street, cross- ing Pumping Station; from the proposed Pumping Station, the sewer will be entirely destroyed.
Essex-street Railway runs along the entire length of street, destroying sewers and junctions.								

London Union Railways—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed. Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
No. 3—continued.								
Westmoreland-street to Cumberland-street.	3 9 by 2 3	-	20·0 to 20·6	Destroyed				
Cumberland-street to Cam- bridge-street.	4 0 „ 2 6	17·10	20·6	- ditto.				
Cambridge-street to S. George's-road.	5 0 „ 2 6	17·8	19·9	- ditto.				
St. George's-road to St. George's-square.	5 6 „ 3 0	17·7 to 19·8	19·6 to 20·6	- ditto.				
St. George's-square to Tachbrook-street.	6 0 „ 4 0	18·0 to 19·8	20·0 to 20·6	- ditto.				
From Westmoreland-street to Besborough-street.	6 9 bar. -	22·0 to 23·0	19·6 to 20·6	- ditto -	-	Unaltered	-	Railway runs along course of proposed Low Level Sewer.
Tachbrook-street - -	13 0 by 20 0	18·3	20·9	- ditto -	-	-	-	King's Scholars' Pos- Sewer entirely destroyed.
Dorset-street - - -	5 6 „ 3 0	17·3	20·9	- ditto -	-	Unaltered.		
Besborough-street - -	5 0 „ 2 6	17·2	20·6	- ditto -	-	ditto.		
Dorset-place - - -	12-inch pipe	-	11·6	- ditto -	-	4·6	20	
Regent-street - - -	12-inch pipe	-	14·0	- ditto -	-	2·6	20	
Regent-street - - -	5 6 by 3 0	10·0	14·0	- ditto.	-			
Causton-street - - -	3 9 „ 2 6	6·6	10·6	- ditto -	-	5·6	20	

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alterati	
													1 in.	
LINE No. 1.														
Pool's Lane - - -	46	0	-	-	-	-	-	-	16·0	Raised 6·0	-	1 in 20.		
Kensington Canal - -	-	-	-	-	-	-	-	-	-	To be shut up.	-			
Uxbridge-road - - -	70	0	-	-	-	-	-	-	17·0	Unaltered.	-			
Road - - -	38	0	-	-	25	0	15	0	26·6	- ditto.	-			
Wood-lane - - -	33	0	-	-	30	0	16	0	23·0	- ditto.	-			
Turnpike road - - -	50	0	-	-	28	0	14	0	17·3	- ditto.	-			
LINE No. 3.														
Pool's-lane - - -	40	0	-	-	-	-	-	-	11·3	Raised 7 9	-	1 in 20.		
Cremorne New-road -	42	0	-	-	-	-	-	-	14·6	Raised 4·6	-	1 in 20.		
Battersea Bridge-road	20	0	20	0	-	-	-	-	19·0	Unaltered.	-			
Grosvenor-road - -	70	0	-	-	-	-	-	-	18·6	- ditto -	-	Railway runs		
									to			along this road		
									35·0			for a length		
												about 1,500		
Turpentine-lane - -	13	0	-	-	-	-	-	-	15·0	Raised 1 ft.	-	1 in 20.		
Lupus-street - - -	70	0	70	0	-	-	-	-	20·0	Unaltered -	-	Railway runs		
									to			along this road		
									20·6			from Westmoreland-street		
												to Besborough street.		
Dorset Place - - -	22	0	22	0	-	-	-	-	11·6	Raised 4 ft. 6 in.	-	1 in 20.		
Vauxhall Bridge-road	70	0	70	0	-	-	-	-	13 3	Raised 3 ft.	-	- ditto.		
Regent-street - - -	36	0	40	0	-	-	-	-	14·0	Raised 2 ft. 6 in	-	- ditto.		
Causton-street - -	32	0	32	0	-	-	-	-	10·6	Raised 5 ft. 6 in.	-	- ditto.		
Millbank-row - - -	30	0	-	-	30	0	16	0	18·0	Unaltered.	-			

London Union Railways—Streets—*continued.*

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration. 1 in.
LINE No. 3— <i>continued.</i>	ft. in.	ft. in.	ft. in.	ft. in.			
ver Thames - - -	- -	- -	7 openings, each 103 feet span.	19 0 20 4 21 8 23 0 24 4 25 8 27 0	From Trinity High Water.		
wer Fore-street - - -	15 0	16 0	15 0	16 0	29.6	Unaltered.	
gh street - - -	22 0	22 0	30 0	16 0	31.6	ditto.	
	to	to					
oughy-street - - -	32 0	32 0					
mes-street - - -	28 0	28 0	23 0	16 0	36.0	ditto.	
mbeth Walk - - -	30 0	36 0	30 0	16 0	39.3	ditto.	
mbeth Mews - - -	37 0	37 0	37 0	16 0	32.0	ditto.	
gent-street - - -	17 0	- -	17 0	16 0	30.9	ditto.	
	28 0	28 0	23 0	16 0	27.4	ditto.	
		to					
obe-street - - -	44 0	44 0	- -	- -	29.0	ditto.	
st-street - - -	6 0	6 0	- -	- -	23.9	ditto.	
	to	to					
an-street - - -	28 0	28 0	40 0	16 0			
William-street - - -	40 0	40 0					
nnington-road - - -	36 0	36 0	35 0	16 0	22.0	ditto.	
er's-place - - -	20 0	28 0	20 0	16 0	20.6	ditto.	
wington High-street - - -	78 0	150 0	80 0	16 0	33.0	ditto.	
ttage-court - - -	10 0	10 0	- -	- -	34.6	ditto.	
lworth-road - - -	60 0	60 0	60 0	16 0	37.3	ditto.	
eymouth-street - - -	10 0	- -	- -	- -	38.0	ditto.	
on-street - - -	52 0	52 0	52 0	16 0	40.6	ditto.	
w-street - - -	40 0	40 0	40 0	16 0	38.0	ditto.	
ion-row - - -	40 0	40 0	40 0	16 0	36.0	ditto.	
dney-place - - -	32 0	42 0	40 0	16 0	33.9	ditto.	
le Trafalgar-place - - -	18 0	18 0	18 0	16 0	30.0	ditto.	
story-place - - -	14 0	- -	14 0	16 0	26.9	ditto.	
William-street - - -	24 0	- -	25 0	16 0	24.9	ditto.	
t-street - - -	23 0	- -	25 0	16 0	22.3	ditto.	
l Kent-road - - -	25 0	- -	25 0	16 0	21.3	ditto.	
an-street - - -	84 0	- -	80 0	16 0	21.3	ditto.	
ad - - -	33 0	- -	33 0	16 0	23.3	ditto.	
per Grange-road - - -	33 0	- -	30 0	16 0	24.3	ditto.	
ad - - -	- -	- -	33 0	16 0	24.9	ditto.	
	- -	- -	- -	- -	20.0	ditto.	
	- -	- -	- -	- -	10.3	To be shut up.	
LINE No. 4.							
William-street - - -	- -	- -	2 spans 20 feet each.	16 0	20.9	Unaltered.	
oughy-street - - -	28 0	28 0	28 0	16 0	20.9	ditto.	
es-street - - -	30 0	36 0	30 0	16 0	23.0	ditto.	
abeth-walk - - -	37 0	37 0	37 0	16 0	24.0	ditto.	
abeth-mews - - -	17 0	- -	17 0	16 0	26.0	ditto.	
ent-street - - -	28 0	28 0	28 0	16 0	26.5	ditto.	
		to					
LINE No. 5.		44 0					
wington High-street - - -	60 0	60 0	60 0	16 0	24.8	ditto.	
age-court - - -	10 0	- -	- -	- -	- -		
worth-road - - -	52 0	52 0	52 0	16 0	23.6	ditto.	
LINE No. 6.							
venor canal - - -	- -	To be shut up.	- -	- -	- -		
ry-road Bridge - - -	62 0	- -	- -	- -	17.3	ditto.	
George's-road Bridge - - -	54 0	- -	- -	- -	17.3	ditto.	
LINE No. 8.						ft. in.	
d near Holland-road - - -	46 0	- -	- -	15 0	- -	3 0	1 in 20
d from Albert-gate to erpentine.	40 0	- -	- -	13 0	- -	4 0	1 in 150

5.—LONDON MAIN TRUNK UNDERGROUND (CONNECTING BRANCHES).

London Main
Trunk Under-
ground (Connec-
ting Branches).

Object.	THE proposed railway will join the Great Eastern, the Blackwall, the London, Chatham, and Dover, and the Metropolitan Railways, and will be carried under the Thames Embankment to Westminster Bridge. It will commence by a junction with the Great Eastern Railway at Old Ford-road, and run in a westerly direction on the south side thereof to Grove-road, Bethnal-green, passing over the Regent's Canal, and, descending by a gradient of 1 in 50, enter the surface of the ground at the Mile-end workhouse. It will then pass under Alderney-road, and through private property to Mile-end-road, thence along and under that road, the Whitechapel-road, and Fenchurch-street, as far as Rood Lane; thence across Gracechurch and King William-streets, and along Cannon-street to the New Mansion House-street to Blackfriars Bridge; and thence along and under the Embankment, terminating at Westminster Bridge.
Route.	
Branch connecting Metropolitan Railway.	Also a branch connecting the Metropolitan Railway, having a double junction with the proposed line in Aldgate High-street, Whitechapel, running in a north-westerly direction through Houndsditch, crossing Bishopsgate-street near Liverpool-street, and passing under Finsbury Circus to Moorgate-street.
Branch connecting Charing Cross Railway.	Also a branch from Cannon-street, connecting the Charing-cross Railway (City Extension), at Upper Thames-street. It will have two junctions with the London, Chatham, and Dover Railway, one connecting it near the River Thames at Blackfriars, and the other, running north of the "Times" newspaper office, connecting it at Ludgate-hill.
Branch with Blackwall Extension.	Also a line of railway from the main line at Eastcheap, running eastward to the north of Great Tower-street, passing through Trinity-square, and to the south of Royal Mint-street, and forming a junction with the Blackwall Extension to St. Katharine's Docks.
Sewers destroyed.	This railway will destroy the sewer in the Alderney-road, and the entire length of those in the Mile-end and Whitechapel-roads and Aldgate; the Shoreditch branch of the London Bridge Sewer in New Broad-street, and the upper part of the London Bridge Sewer at Finsbury Pavement. The Houndsditch and the Bishopsgate-street Sewers will also be cut through. The line will pass over the London Bridge Sewer near the King William Statue. It will also destroy the sewers in the Minories, Great Tower-street, Eastcheap, and Cannon-street. At Labour-in-Vain-square there will be three lines of railway under the proposed New Mansion-house-street, one continuing under it, the other two rising at an inclination of 1 in 50, in order to form junctions with the London, Chatham, and Dover Railway, one of these two lines will run from Bennet's-hill to Earl-street, about a furlong in length, on the south side of, and parallel with, and above the new street, gradually increasing in height up to 20 feet above the surface. The rails of the other at Church-entry will be on a level with the surface,
Railways under Mansion House-street.	
New street property scheduled for railway.	Along the whole line of this railway between New Earl-street and Blackfriars the property required for the new street to the Mansion House has been scheduled for the purposes of the railway, and also a large extent of property eastward of the London, Chatham, and Dover Railway, and between Ludgate-hill and the Thames.
Streets closed and new roads formed.	There are to be two new roads running on either side of the Ludgate-hill Junction, in order to provide an outlet for the several streets that are to be stopped up; the one on the south side of the railway will commence at Great Knight Rider-street to St. Andrew's-hill, thence to Glass House-yard, then to Water-lane, and on to Crescent-place. The one on the north side, commencing at Addle-hill, and proceeding to St. Andrew's-hill, thence to New-street, Friar-street, Church-entry, and terminating at Broadway. The intended diversion of Crescent-place is to be passed over by a bridge 12 feet high and 25 feet span. These streets are, by Clause 33, to be formed in such manner as may be required by the Corporation of London, the City Commissioners of Sewers, and the Metropolitan Board of Works, who may make and carry into effect such arrangements

arrangements and agreements as they may see fit, and provision is also made for payments or contributions towards the cost of the streets by the said Corporation, the Commissioners of Sewers, and the Metropolitan Board of Works.

London Main
Trunk, Under-
ground, &c.

Power is also sought to form subways for carrying gas and water pipes and telegraph wires, &c., and for entering into agreements for repairs and maintenance, and for payment of such sum in gross or rent, or other consideration, as may be agreed upon.

Subways formed.

The level of the rails will be about five feet above the invert of the Low Level Sewer at Westminster Bridge, and run on a level as far as the east side of the Temple, at which point it will be about 7 ft. 6 in. above the invert of the sewer; it will then rise at 1 in 100 to Bridge-street.

On the south side of Royal Mint-street, from the Minories to Darby-street, the railway will rise at an inclination of 1 in 36, and the several streets are to be stopped up, Queen-street and King-street being diverted by the side of the railway.

Streets stopped or
diverted.

The following tables show in detail the nature of the interference with the several streets and sewers :—

S E W E R S.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1.	ft. in. ft. in.	feet.	feet.					
ney-road - -	3 10 by 2 6	8.1	16.00	Destroyed.	-	Unaltered.		
e-road - - -	4 0 „ 2 6	7.3	15.17	- ditto -	-	- ditto.		
End-road - -	4 0 „ 2 6	12.0	15.45 to 20.00	- ditto -	-	- ditto.		
LINE No. 2.								
End-road - -	4 6 „ 3 2	12.4 to 15.0	18.52 to 21.00	- ditto -	-	- ditto.		
echapel-road - -	4 0 „ 2 6	14.5 to 15.8	18.00 to 22.07	- ditto -	-	- ditto.		
-street - - -	0 18 bar -	-	18.80	- ditto -	-	- ditto.		
ary-street - -	0 12 pipe -	-	20.80	- ditto -	-	- ditto.		
n-street - - -	4 0 by 3 0	9.2	20.22	- ditto -	-	- ditto.		
echapel High-street	4 0 „ 2 6	14.5 to 18.5	15.79	- ditto -	-	- ditto	-	Sewer to be destroyed from 100 feet west of Osborn-street to Le- man-street.
dsditch - - -	5 0 „ 3 0	12.4 to 15.7	15.13 to 19.91	- ditto -	-	- ditto.		
osgate-street Without	5 0 „ 2 6	19.2	19.91	- ditto -	-	- ditto.		
pool-street. - -	6 0 „ 3 0	16.4	15.25 to 17.32	- ditto -	-	- ditto.		
Broad-street - -	6 0 „ 3 0	16.4	17.32	- ditto -	-	- ditto.		
ary Pavement - -	7 6 „ 5 6	26.0	20.24	- ditto -	-	- ditto.		
LINE No. 3.								
ate Sewer between andsditch and Duke- et.	6 0 „ 3 2	About 20.0	About 18.5	- ditto -	-	- ditto.		
street - - - -	4 0 „ 2 6	About 19.6	About 21.56	- ditto -	-	- ditto.		
street - - - -	4 2 „ 2 9	About 16.0	17.0	- ditto -	-	- ditto.		
te - - - - -	5 0 „ 2 6	16.2	17.53	- ditto -	-	- ditto.		
te - - - - -	5 0 „ 2 6	15.0	17.5	- ditto -	-	- ditto.		
arch-street - -	5 0 „ 2 6	14.4	17.14	- ditto -	-	- ditto.		
t-lane - - - -	No size -	About 15.3	24.93	- ditto -	-	- ditto.		

London Main Trunk Underground Railway, &c.—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 3—continued.								
Eastcheap - - -	ft. in. ft. in. 4 6 by 2 6	feet. 14·8 to 19·4	feet. 23·78	Destroyed	-	Unaltered.	-	Low Level Sewer passes under railway tunnel at this point. London Bridge sewer. Low Level Sewer.
Eastcheap - - -	8 9 bar. -	58·9	23·78	None	-	ditto	-	
King William-street -	8 4 by 6 8	37·3	21·63	ditto	-	ditto.	-	
King William-street -	8 4 „ 7 0	39·3	23·0	ditto	-	ditto	-	
King William-street -	8 6 to 8 9 bar.	58·6	23·0	ditto	-	ditto	-	Goswell-street Sewer partially broken up Sewer broken up from Dowgate-hill to west of Bow-lane.
Cannon-street - -	ft in. ft. in. 3 6 by 2 6	13·1 to 15·0	15·0 to 24·12	Destroyed	-	ditto.	-	
Cannon-street - -	5 0 „ 3 0	15·0	24·12	Partial	-	ditto	-	
Cannon-street - -	5 6 „ 3 6	15·0	24·12		-	ditto	-	
Cannon-street - -	7 6 „ 4 0	20·6	15·0	-	-	ditto	-	
Cannon-street - -	4 0 „ 2 6 2 3	15·4 19·7	15·0 19·5	-	-	-	-	
LINE No. 4.								
Low Level Sewer, from commencement of Line to Bennet's-hill.	8 6 bar. -	45·0 to 47·0	-	None.	-	-	-	
LINE No. 5.								
Eastcheap - - -	ft. in. ft. in. 4 6 by 2 6	14·8 to 18·0	23·78 to 25·66	-	-	-	-	Sewer to be destroyed.
Little Tower-street -	5 1 „ 3 0	18·1	23·83	-	-	-	-	Destroyed.
Great Tower-street -	5 11 „ 5 2	20·2	21·58	-	-	-	-	ditto.
Great Tower-street -	5 0 „ 3 0	22·0	18·63	-	-	-	-	ditto.
Low Level Sewer, from commencement of Line to Mark-lane.	8 9 bar. -	58·9 to 53·5	23·78 to 18·63	-	-	-	-	
The Circus - - -	ft. in. ft. in. 5 0 by 2 6	21·5	15·0	-	-	-	-	Irongate Sewer, cross of, will be cut through.
Vine-street (Junction) -	4 6 „ 2 9	20·5	15·13	-	-	-	-	Crown cut through.
Minories - - -	4 3 „ 2 6	-	-	-	-	-	-	ditto.
Minories - - -	4 6 „ 2 9	20·7	16·00	-	-	-	-	Sewers partially broken up.
Minories - - -	3 11 „ 2 0	19·42 to 12·15	-	-	-	-	-	ditto.
Minories - - -	4 0 „ 2 6	20·7	-	-	-	-	-	ditto.
Minories - - -	2 0 bar. -	20·7	-	-	-	-	-	ditto.
Royal Mint-street -	ft. in. ft. in. 4 0 by 2 6	13·0 to 16·8	From 16·00 below surface to 18·04 above surface. Below surface 2·60 Above surface 8·31 Below surface 15·13	None	-	-	-	Line of railway from 27 to 46 feet above of sewer.
Little Prescott-street	Junctions 12-inch pipe	-	-	-	ditto.	-	-	
Cartwright-street -		-	-	-	ditto.	-	-	
Darby-street -		-	-	-	ditto.	-	-	
Low Level Sewer, from the Circus to the end of Line.	ft. in. 9 0 bar. -	51·3 51·0	18·0 Above surface.	Destroyed.	-	-	-	The line of rail will along centre of street
LINE No. 6.								
Aldgate, High-street -	ft. in. ft. in. 4 0 by 2 6	17·9	20·63	Destroyed.	-	-	-	The line of rail will along centre of street
Aldgate, High-street -	5 6 „ 3 6	16·00 to 22·9	Below surface.	ditto	-	-	-	

London Main Trunk Underground Railway, &c.—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 7.	ft. in.	feet.	feet.					
Low Level Sewer - -	8 6 bar	59.2	24.12	None.	—			
	ft. in. ft. in.		to					
annon-street - -	5 0 by 3 0	15.0	19.13	Destroyed.	—			
LINE No. 8.								
hatham-place - -	17 11 „ 12 0	30.6	17.25	Partial.	—	—	—	Fleet Sewer.
ailway runs along em- bankment from Black- friars to near Westmin- ster Bridge.	—							
ssex-street storm over- flow chamber.	12 4 „ 20 0	26.1	15.0	- -	—	—	—	Overflow chamber par- tially destroyed.
orfolk-street storm over- flow chamber.	12 4 „ 20 0	26.1	14.5	- -	—	—	—	- - ditto.
voy-street storm over- flow chamber.	13 0 „ 20 0	25.5	14.5	- -	—	—	—	- - ditto.
orthumberland-street storm overflow chamber.	13 0 „ 18 0	24.5	15.0	- -	—	—	—	- - ditto.
ctoria and Regent street storm overflow chamber.	14 6 „ 22 6	25.0	15.0	- -	—	—	—	- - ditto.
egent-street storm out- let.	3 3 „ 2 6 Iron pipes.	25.2	15.0	None.	—			
utlet of intercepting sewer.	ft. in. ft. in. 4 0 by 2 8	19.5	16.0	Partial.	—			
Low Level Sewer from La- bour-in-Vain-square to Earl-street.	ft. in. ft. in. 8 6 bar.	53.5 29.3	23.84 12.50	None.	—			
Low Level Sewer from La- bour in Vain-square along embankment.	ft. in. ft. in. 8 3 to 7 9 bar.	43.09 21.70	29.09 14.50	None.	—			

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
							1 in.
Line No. 3.	ft. in.	ft. in.	ft. in.	ft. in.	feet.		
bour-in-Vain-square -	- -	33 0	- -	- -	23.84	To be stopped up.	
ter's-hill - - -	- -	18 0	- -	- -	12.00	To be raised 4 ft., and diverted on the south side.	1 in 50. 1 in 12.7 diver- sion.
row-court - - -	- -	18 0	- -	- -	11.44	To be stopped.	
nnet's-hill - - -	- -	15 0	- -	- -	6.84 Above sur- face.	To be stopped and diverted.	1 in 58 diver- sion.
lmet court - - -	- -	10 0	- -	- -	3.38	To be stopped up	
dle-hill - - -	- -	14 0	- -	- -	3.40	- - ditto.	
otland-place - - -	- -	10 0	- -	- -	11.20	- - ditto.	
. Andrew's-hill - - -	- -	47 0	- -	- -	17.50	To be diverted -	Level. 1 ft. in 41 diversion.
rl-street - - -	- -	36 0	90 0	16 0	19.04	Unaltered	

London Main Trunk Underground Railway, &c.—Streets—*continued*.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration. 1 in.
LINE No. 4.							
Bennet's-hill - - -	- -	13 0	- -	- -	14.14	To be stopped up and diverted. To be raised four feet, and partly diverted. - - -	1 in 58 diver- sion. Level. Unaltered.
Great Knight Rider-street -	- -	16 0	- -	- -	11.59		
Royal Mint-street - -	- -	23 0	55 0	15 0	18.04		
LINE No. 7.							
Bush-lane - - -	- -	14 0	- -	- -	Below surface 11.13	To be stopped up and diverted.	1 in 29.
LINE No. 8.							
Peter's-hill - - -	- -	14 0	- -	- -	15.48	To be raised three feet, and diverted on the south side.	1 in 50. 1 in 12.7 diver- sion.
Harrow-court - - -	- -	24 0	- -	- -	14.14	To be stopped up.	
Bennet's-hill - - -	- -	12 0	- -	- -	15.48	To be stopped up and diverted.	1 in 58 diver- sion.
Addle-hill - - -	- -	16 0	- -	- -	16.97	To be stopped up.	
St. Andrew's-hill - -	- -	25 0	- -	- -	12.68	To be stopped up and diverted.	1 in 41.
Bristow-street - - -	- -	19 0	- -	- -	12.50	To be stopped up.	
Addle-hill - - -	- -	22 0	- -	- -	11.59	To be raised four feet, and partly diverted.	Level.
St. Andrew's-hill - -	- -	30 0	- -	- -	3.68	To be stopped up and diverted.	Level.
Ireland-lane - - -	- -	9 0	- -	- -	3.32	To be stopped up.	
New-street - - -	- -	8 0	- -	- -	3.32	- ditto - -	Level.
Friar stree - - -	- -	10 0	- -	- -	3.23	To be stopped up and diverted.	
Church-entry - - -	- -	9 0	- -	- -	0.20	To be stopped up.	
Water-lane - - -	- -	32 0	- -	- -	Above surface 4.65	To be stopped up and diverted.	1 in 15 divers north, and 1 24 south.
Ship-yard - - -	- -	19 0	- -	- -	19.25	To be stopped up.	
Little Bridge-street -	- -	14 0	25 0	15 0	19.70		
LINE No. 5.							
King-street - - -	- -	21 0	- -	- -	Below surface 13.0	To be diverted and stopped up.	1 in 150.
Queen-street - - -	- -	14 0	- -	- -	8.20	- ditto - -	1 in 150.
Beck's Rents - - -	- -	9 0	- -	- -	Above surface.	To be stopped up.	
Darby-street - - -	- -	13 0	20 0	10 0	11.5	Unaltered.	
Blue Anchor-yard - -	- -	18 0	20 0	14 0	16.44	- ditto.	

GROUP No. II.

PROPOSED RAILWAYS on the Eastern side of London, connecting the Railways North and South of the Thames, or with a City Terminus.

6.—EAST LONDON RAILWAY, THAMES TUNNEL LINE.

THIS railway is intended to connect the southern railways with the northern railways at the East end of London, by starting from the New Cross Station, having a connexion with the South Eastern Railway, passing through the Thames Tunnel, and under the London Docks and Blackwall Railway. Thence it will continue to a junction with the Metropolitan Railway and the City Branch of the North London Railway at Finsbury Circus, and to a terminal station at Moorgate-street. From this station a high level railway is to be constructed over the low level railway for about three-quarters of a mile, and then on to join the Great Eastern near to the goods station of that line.

East London
Railway, Thames
Tunnel Line.

Object.

A branch near the Blackwall Railway will connect the high and low level lines and the Great Eastern with the southern railways. The Blackwall Railway will be connected with this system by a branch to the goods station at the Minories. The City Branch of the North London Railway is also to be extended to Moorgate-street Station.

Railway No. 1 will commence with a junction with the Great Eastern Railway, near Tap-street, taking a southerly direction, and crossing the corner of the Jew's Cemetery, and along Queen Ann-street. Here the railway will enter the ground and cross White's-row, the Whitechapel-road opposite to and across the New-road, Commercial-road East, Blackwall Railway, Cable-street, London Docks, to and through the Thames Tunnel, through Tunnel-square, and by the West side of the Grand Surrey Docks, crossing Rotherhithe Lower-road, under the Deptford Branch Railway, and the Greenwich Railway to New Cross.

Line No. 1.

Railway No. 2 will be a junction joining the Great Eastern at Carlisle-street, with Railway No. 1, being a length of about three-quarters of a mile.

Line No. 2.

Railway No. 3 will be a junction, joining the Deptford Branch at the crossing of the South Eastern Railway, with Railway No. 1, about the eighth of a mile in length.

Line No. 3.

No. 4 will be a junction, joining the Greenwich Line with Railway No. 1, of about three-eighths of a mile in length.

Line No. 4.

Railway No. 5 will commence at Whitechapel-road, and be a continuation of Railways Nos. 6 and 8, passing under Leman-street, Backchurch-lane, &c., joining Railway No. 1 at Severn-street.

Line No. 5.

Railway No. 6 will join the authorised line of the Metropolitan Railway Extension at Little Moorfields, crossing Moorgate-street along the backs of houses on the south side of Finsbury-circus, Blomfield-street, Bishopsgate, and running in a south-easterly direction, joining Railway No. 5 at Whitechapel-road.

Line No. 6.

Railway No. 7 will commence near Moorgate-street, near the crossing of Great and Little Bell-alley, passing through Draper's-gardens and under London Wall, joining Railway No. 6 near Blomfield-street.

Line No. 7.

At Moorgate-street it is proposed to have a station, a large extent of property from the East side of Moorgate-street to Draper's-gardens, and the whole of the area of Draper's-gardens, being scheduled and included within the limits of deviation.

Moorgate-street,
&c., interfered with.

East London
Railway, Thames
Tunnel Line.

Line No. 8.

Railway No. 8 will commence by a junction with the City Branch of the North London Railway at Sun-street, and pass over Bishopsgate-street and Devonshire-square, at which point Railway No. 12 will join, and run over this line, crossing over Whitechapel-road joining the Haydon-square Railway. From Devonshire-square, Railway No. 8 falls at a rate of 1 in 50 to join Railway No. 5, which will be under the Whitechapel-road.

Line No. 9.

Railway No. 9, which will be an above-ground railway, will take the same route as Railway No. 7, which will be under-ground, there being 35 ft. 0 in. between the level of the rails as far as Blomfield-street; it will then continue by a curve crossing Liverpool-street, and join Railway No. 8 at Bishopsgate-street.

Line No. 10.

Railway No. 10 will be a continuation of the railway joining the City Branch of the North London Railway at Liverpool-street, and is but 4'35 chains long.

Line No. 11.

Railway No. 11 will be a continuation of Railway No. 5, near Leman-street, and join Railway No. 1 at Charlotte-street.

Line No. 12.

Railway No. 12 will be a continuation of Railway No. 8, joining it at Devonshire-square, and connecting the Haydon-square goods depôt, and No. 13 will be a short branch to the same station.

Lines Nos. 6, 7, 8,
9, and 12.

Railways Nos. 7 and 9, and 6, 8, and 12, running in an easterly direction, between Finsbury-circus and Whitechapel-road, will be a combination of high and low level rails running either above or at the side of each other, at about 35 feet between the two, in order to accommodate the Metropolitan Low Level Railway, and the proposed low level station at Moorgate-street, and the City Branch of the North London and Great Eastern High Level Railways connecting them with the proposed new station at Moorgate-street, which is both a high and low level, and with the Haydon-square Branch (high level) of the Blackwall Railway, as well as with Railway No. 1 (low level) taking them on to the South Eastern Railway at New Cross.

Line No. 1.

Railway No. 1 for the first quarter of a mile from the Great Eastern Railway will be above ground; the heights of the arches of the bridges carrying the railway over the streets will be from 12 to 15 feet; the line will be in cutting. Thomas-street is to be raised 2 ft. 6 in., White's-row 2 ft. 0 in, both at an inclination of 1 in 20.

Sewers interfered
with.

Whitechapel-road will be passed under by this railway at the New-road, at about 16 feet below the surface, and it will be also crossed again at Somerset-street by Railways 6 and 8 below the surface, and again it will be crossed at a short distance by Railway No. 12 by a bridge of 50 feet span and 16 feet high. After passing Whitechapel-road, Railway No. 1 will continue below the surface, cutting off the drainage of the district. It will pass over the proposed Northern Low Level Sewer at the New-road. The railway will here descend a considerable depth, in order to get under the London Docks, and to get on a level with the mouth of the Thames Tunnel; the sewerage in this locality will, therefore, not be interfered with, it being several feet above the crown of the tunnel. On the Surrey side the railway will rise from the Thames Tunnel, with an inclination of 1 in 297 for a short distance, and of 1 in 70 for the next half mile, and will just clear the top of the Bermondsey Branch of the Southern Low Level Sewer in the Deptford Lower-road, and pass the Main Low Level Sewer near New Cross. At this point the rails will be above ground, and the sewer 26 ft. 6 in. below the surface. The district through which the Low Level Branch Railways will traverse, will also have the drainage seriously interfered with, and will require extensive alterations to make good the sewers thus destroyed.

Sewers interfered
with.

The Metropolitan Grand Union, which is described under the 1st Group, also partakes of this character.

The following Tables show in detail the nature of the interference with the several streets and sewers:—

East London Railway, Thames Tunnel Line—*continued.*

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1.	ft. in. ft. in.	feet.	feet.			feet.	feet.	
Elizabeth-place - -	- -	-	40.0	Destroyed	-	-	-	To be stopped up.
Thomas-street - -	- -	-	12.6	- ditto -	-	2.6	20	-
White's-row - -	3 9 by 2 6	21.0	14.0	- ditto -	-	2.0	20	-
Whitechapel-road - -	3 6 „ 3 0	7.70	16.0	- ditto.	-	-	-	-
Whitechapel-road - -	4 0 „ 2 6	15.68	16.0	- ditto.	-	-	-	-
New-road - -	3 10 „ 2 8	20.18	17.0	- ditto -	-	-	-	Bottom of railway on crown of sewer.
Near of Charlotte-court -	3 6 „ 2 0	9.0	17.6	- ditto.	-	-	-	-
Charlotte-street - -	12 in. pipe	8.6	16.6	- ditto.	-	-	-	-
Greenfield-street - -	ft. in. ft. in.							
Greenfield-street - -	3 6 by 2 0	12.6	18.6	- ditto.	-	-	-	-
Lumber's-row - -	3 6 „ 2 6	10.88	19.0	- ditto.	-	-	-	-
Commercial road - -	4 0 „ 2 6	17.0	24.0	- ditto.	-	-	-	-
Charles-street - -	- -	-	24.0	-	-	-	-	-
North-street - -	3 9 „ 2 6	12.90	28.0	Destroyed.	-	-	-	-
Henry-street - -	- -	-	31.0	-	-	-	-	-
Thomas-street - -	3 3 „ 2 6	12.0	36.0	Destroyed.	-	-	-	-
New-road - -	4 0 „ 2 6	10.29	42.0	- -	-	-	-	Top of tunnel 5 ft. below sewer.
New-road (Northern Low Level Sewer).	9 ft. bar.	56.49	42.0	- -	-	-	-	Bottom of railway about 5.0 above crown of sewer.
Prince's-square - -	18 in. bar.	10.0	44.0	None -	-	-	-	Top of tunnel 12.0 below sewer.
St. James's-street - -	ft. in. ft. in.							
St. James's-street - -	1 6 by 1 6	17.0	47.9	- ditto -	-	-	-	10.0 below sewer.
George-street - -	4 6 „ 3 0	17.2	48.0	- ditto -	-	-	-	10.0 „ „
Marlborough-street - -	5 6 „ 4 0	11.0	40.0	- ditto -	-	-	-	12.0 „ „
Stock-street - -	9 in. pipe	3.0	39.0	- ditto.	-	-	-	-
St. James's-street - -	ft. in. ft. in.							
St. James's-street - -	4 0 by 2 6	10.3	39.0	- ditto -	-	-	-	10.0 „ „
St. James's-street - -	4 0 „ 3 0	7.9	47.0	- ditto -	-	-	-	19.0 „ „
St. James's-street - -	4 0 „ 2 6	5.9	49.0	- ditto -	-	-	-	22.0 „ „
Wapping Wall.								
Line No. 1 continued on to the South side of the River Thames, passing through the Thames Tunnel.				-				
North of Tunnel-square -	ft. in. ft. in.							
North of Tunnel-square -	2 6 by 2 6	4.0	54.0	None.	-	-	-	-
North of Tunnel-square -	2 7 „ 2 3	4.0	50.0	- ditto.	-	-	-	-
North of house North of	18 in. bar.	2.6	50.0	- ditto.	-	-	-	-
Adam-street.								
North of house South of	18 in. „	1.6	48.0	- ditto.	-	-	-	-
Adam-street.								
North of house South of	18 in. „	1.40	46.0	- ditto.	-	-	-	-
Albion street.								
St. James's Lower-road -	5 ft. „	17.28	11.0	Destroyed	-	5.0	30	Bermondsey Branch—
St. James's Lower-road -								Rails about 1 ft. 6 in. above crown of sewer.
St. James's Lower-road -								Nightingale-lane sewer.
LINE No. 5.	ft. in. ft. in.							
St. James's Lower-road -	4 0 by 2 6	19.0	16.0	- ditto -	-	-	-	-
St. James's Lower-road -	3 9 „ 2 6	14.0	17.0	- ditto.	-	-	-	-
St. James's Lower-road -	3 6 „ 2 0	10.6	17.0	- ditto.	-	-	-	-
St. James's Lower-road -	12 in. pipe	5.0	23.0	- ditto.	-	-	-	-
St. James's Lower-road -	ft. in. ft. in.							
St. James's Lower-road -	5 4 by 3 6	17.65	32.0	- ditto.	-	-	-	-
LINE No. 6.								
St. James's Lower-road -	7 6 „ 5 6	25.90	18.6	- ditto -	-	-	-	London-bridge Sewer.
St. James's Lower-road -	4 6 „ 2 6	15.75	16.0	- ditto.	-	-	-	—City-road Branch.
St. James's Lower-road -	4 0 „ 2 6	18.13	16.0	- ditto.	-	-	-	-
LINE No. 8.								
St. James's Lower-road -	4 6 „ 2 6	15.75	16.0	- ditto.	-	-	-	-
St. James's Lower-road -	4 0 „ 2 6	18.13	16.0	- ditto.	-	-	-	-
LINE No. 11.								
St. James's Lower-road -	4 0 „ 2 6	18.8	16.0	- ditto -	-	-	-	Nightingale-lane Sewer.
St. James's Lower-road -	4 0 „ 3 0	12.5	13.0	- ditto -	-	3.0	30	-
St. James's Lower-road -	2 0 „ 2 0	9.1	16.0	- ditto.	-	-	-	-
St. James's Lower-road -	2 0 „ 2 0	12.5	16.0	- ditto.	-	-	-	-
St. James's Lower-road -	3 6 „ 2 0	12.2	17.0	- ditto.	-	-	-	-
St. James's Lower-road -	3 6 „ 2 0	12.1	17.0	- ditto.	-	-	-	-

East London Railway, Thames Tunnel Line—continued.

S T R E E T S .

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration		
	ft.	in.		ft.	in.				1 in.		
LINE No. 1.											
Tap-street - - -	33	0	The same.	35	0	15	0	16·0			
Southboro'-place - - -	25	0	- - -	25	0	15	0	17·0			
Upper North-street - - -	35	0	- - -	35	0	15	0	16·0			
Tent-street - - -	35	0	- - -	25	0	14	0	15·0			
Scott-street - - -	25	0	- - -	25	0	12	0	13·0			
West-street - - -	12	0	27	0	25	0	12	0	13·0		
LINE No. 2.											
Great Manchester-street -	36	0	The same.	35	0	15	0	19·0			
Nottingham-street - - -	36	0	- - -	35	0	15	0	18·0			
Arundel-street - - -	36	0	- - -	35	0	15	0	18·6			
LINE No. 8.											
Baker's-buildings - - -	18	0	- - -	25	0	15	0	19·0			
Liverpool-buildings - - -	26	0	- - -	30	0	15	0	19·0			
				Street arch							
Bishopsgate-street - - -	66	0	- - -	40	0	16	0	17·0			
Devonshire-street - - -	17	0	- - -	25	0	15	0	16·0			
Devonshire-square - - -	-	-	- - -	25	0	7	0	8·0			
Cutler-street - - -	17	0	- - -	25	0	13	0	14·3	To be diverted -	1 in 800.	
Street by White-street - -	-	-	- - -	-	-	-	-	8·0	- ditto - - -	1 in 28.	
Gravel-lane - - -	10	0	- - -	-	-	-	-	2·0	- ditto.		
Meeting House Yard - - -	-	-	- - -	-	-	-	-	Level.	- ditto.		
							Below surface				
Hutchinson Avenue - - -	21	0	- - -	-	-	-	-	5·0	- ditto.		
Yard near Middlesex-street	20	0	- - -	-	-	-	-	15·0	- ditto - - -	1 in 40 and 1 in 140.	
LINE No. 9.											
Great Winchester-street -	25	0	- - -	25	0	15	0	Above 16·0			
London Wall - - -	26	0	The same.	25	0	16	0	17·0			
Street near London Wall -	25	0	- - -	25	0	15	0	16·0			
Bell-square - - -	-	-	- - -	-	-	-	-	20·0	To be stopped.		
Liverpool-street - - -	33	0	- - -	25	0	15	0	19·0			
Baker's-buildings - - -	13	0	- - -	25	0	15	0	21·0			
Liverpool-buildings - - -	30	0	- - -	30	0	15	0	20·0			
LINE No. 10.											
Liverpool-street - - -	40	0	- - -	30	0	15	0	20·0			
LINE No. 12.											
Square at commencement of Line.	-	-	- - -	25	0	7	0	8·0			
Proposed diversion of street into Borer's-passage.	-	-	- - -	25	0	13	0	-	Level of rails above proposed diver- sion 14·3.		
Cutler-street - - -	26	0	- - -	-	-	-	-	9·0	To be diverted along Borer's passage.		
White's street - - -	32	0	- - -	-	-	-	-	9·6	- - - ditto.		
Gravel-lane - - -	10	0	- - -	-	-	-	-	13·0	To be diverted into White-street and Borer's-passage.		
Stoney-lane - - -	-	-	- - -	-	-	-	-	14·0	- - - ditto.		
Meeting House-yard - - -	-	-	- - -	-	-	-	-	14·0	- - - ditto.		
Hutchinson's Avenue - - -	-	-	- - -	-	-	-	-	15·0 and 17·0	- - - ditto.		
Garden-place - - -	-	-	- - -	-	-	-	-	17·6	- - - ditto.		
Aldgate, High-street - - -	75	0	84	0	50	0	16	0	17·6	To be stopped up.	
Street near City boundary by Haydon-square.	17	0	The same.	25	0	15	0	18·6			
Haydon-square - - -	-	-	The same.	25	0	15	0	23·6			
Swan-street - - -	23	0	- - -	25	0	15	0	21·6			
Goodman's-yard - - -	-	-	- - -	25	0	15	0	25·6			
LINE No. 13.											
Street near City boundary by Haydon-square.	13	0	- - -	25	0	15	0	16·6			

7.—GREAT EASTERN RAILWAY—METROPOLITAN STATION AND RAILWAYS.

Great Eastern
Railway—Metro-
politan Station
and Railways.

Object.

It is here proposed to connect the Enfield Branch of the Great Eastern Railway at Edmonton to the Tottenham and Hampstead Junction, between Seven Sisters'-road; the proposed Highbeach Railway at Walthamstow, and the North London Railway at Hackney; conveying them to the Great Eastern Railway, near its terminus, and to extend the Great Eastern Railway to a new station near Finsbury Circus.

Railway No. 1 will commence at Wormwood-street, between Bishopsgate-street and New Broad-street, crossing the former street, about half a mile from its commencement, and terminating at Commercial-street. The whole of this line will be on viaduct, and is 904 yards in length, and will cross Shoreditch by a bridge, the arch being 70 feet span, and 16 feet high. Line No. 1.

Railway No. 2 will be a continuation of Railway No. 1, and run by its side, and join it at Tap-street. The whole length of this line will be above ground, on viaduct, the particulars of which are given in the list appended hereto. Line No. 2.

Railway No. 3 will commence at Tap-street, by a curved junction with the Great Eastern Railway, crossing Bethnal Green-road near Cambridge-road, from which point it will run in a Northerly direction, and parallel with, and on the West side of, Cambridge-road, Cambridge-heath, and Mare-street, to Richmond-road. Here curved junctions will connect the North London Railway, crossing over the North London Railway, Dalston-lane, and Amherst-road. Along this road the Northern High Level Sewer runs, and is about 14 feet below the surface. The Railway will continue along the Downs on to Stoke Newington Common, crossing Stamford-hill opposite Manor-road; from thence it will continue in a northerly direction, joining by two junctions, the Tottenham and Hampstead Junction Railway between Hanger-lane and Seven Sisters'-road, and continuing the Tottenham and Hampstead Junction with junctions to the Cambridge Line of the Great Eastern Railway; the railway will then continue through Tottenham and Upper Edmonton, joining the Enfield Branch of the Great Eastern Railway at Edmonton. Line No. 3.

There will be but six alterations in the levels of the roads within the jurisdiction of the Board on this line of railway, viz:— Road levels altered.

					At an inclination of
Andrew's-road, by the side of the Regent's Canal, to be lowered - - -					3 ft. 8 in. 1 in 20
Warburton-street, to be lowered - - -					4 ft. 0 in. 1 in 20
Ruhamah-place - „ - - -					1 ft. 6 in. 1 in 20
Grove-lane - - „ - - -					4 ft. 0 in. 1 in 20
Downs Park-road - „ - - -					1 ft. 6 in. 1 in 20
Road crossing Stoke Newington-green, to be raised - - - - -					6 ft. 0 in. 1 in 20

Railway No. 8 will be a branch commencing near Dalston-lane, and be on a viaduct for 240 yards, carrying the railway over Amherst-road, and over the Northern High Level Sewer for a second time, crossing Downs Park-road at a depth of 14 feet 9 inches, the road being raised 1 foot 3 inches. The railway will continue through Hackney Downs at a depth of about 17 feet, crossing Upper Clapton, at Frederick-place. At this point it will cut the sewer in two. The railway will pass over the River Lea, near Harrington's-hill, and by junctions connect with the Great Eastern Railway. It will then continue through Walthamstow, and join the proposed Highbeach Railway, near Sheen Hall-street. Line No. 8.

Sewer interfered
with.

The following tables show in detail, how the streets and sewers will be affected by this railway:—

Great Eastern Railway—Metropolitan Station, &c.—continued.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 3.	ft. in. ft. in.	feet.	feet.					
Stamford-hill, near	- 3 9 by 2 6	14·0	14·6	Destroyed	- Unaltered	-	-	In centre of road.
Manor-road	- 2 0 bar -	6·22	14·6	- ditto -	- - ditto	-	-	Near fence on west side of road.
LINE No. 8.								
Upper Clapton-road	- 4 6 by 2 6	10·57	17·6	- ditto -	- - ditto.			

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration 1 in.
	ft.	in.		ft.	in.	ft.	in.			
LINE No. 1.	ft.	in.	ft.	in.	ft.	in.	feet.			
Liverpool-street	- 26	0	34 0	35 0	16 0	18·4	Unaltered.			
Half Moon-street	- 13	0	The same	- -	- -	21·0	To be stopped up.			
Sun-street	- 33	0	- -	35 0	16 0	18·4	Unaltered.			
Skinner-street	- 26	0	- -	30 0	16 0	19·0	ditto.			
Primrose-street	- 33	0	- -	35 0	16 0	18·0	ditto.			
Worship-street	- 20	0	- -	20 0	16 0	19·0	ditto.			
Shoreditch	- 70	0	- -	70 0	16 0	20·9	ditto.			
Upper Blossom-street	- 26	0	- -	- -	- -	18·0	To be stopped.			
Blossom-terrace	- 20	0	- -	- -	- -	18·0	ditto.			
Commercial-street	- 50	0	- -	50 0	16 0	18·0	Unaltered.			
LINE No. 2.										
Wheeler-street	- 20	0	- -	25 0	15 0	22·0	ditto.			
Grey Eagle-street	- 25	0	- -	- -	- -	21·0	To be stopped up.			
Hope-street	- 32	0	- -	30 0	16 0	21·0	Unaltered.			
Queen-street	- 20	0	- -	- -	- -	20·0	To be stopped up.			
Brick-lane	- 20	0	- -	30 0	15 0	19·0	Unaltered.			
George-street	- 20	0	- -	30 0	16 0	22·6	ditto.			
William-street	- 13	0	- -	30 0	16 0	22·6	ditto.			
Great Manchester-street	- 34	0	- -	30 0	15 0	18·9	ditto.			
Nottingham-street	- 34	0	- -	30 0	15 0	19·0	ditto.			
Arundel-street	- 34	0	- -	- -	- -	20·0	ditto.			
Southampton-street	- 20	0	- -	- -	- -	20·0	To be stopped up.			
Street at end of Hood- street, opposite Priscella	35 0 26 0	}	- -	35 0	15 0	18·3	Unaltered.			
Upper North street	- 33	0	- -	39 0	15 0	17·6	ditto.			
LINE No. 3.										
Street leading from Three Colt-street to Cudworth- street.	33 0	The same	25 0	15 0	18·0	ditto.				
Alpha-place	- 17	0	- -	25 0	15 0	18·0	ditto.			
Ditto	- 20	0	- -	25 0	15 0	18·0	ditto.			

Great Eastern Railway—Metropolitan Station, &c.—Streets—*continued.*

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration. 1 in.
	ft.	in.		ft.	in.				
LINE No. 3.—continued.									
ventry-street - - -	30	0	The same	25	0	15	0	17·0	Unaltered. ditto. ditto. ditto.
liament-street - - -	30	0	"	25	0	15	0	19·0	
th-place - - -	-	-	-	25	0	15	0	18·6	
th-street - - -	-	-	-	25	0	15	0	17·6	
thnal Green-road - - -	66	0	-	35	0	16	0	18·0	ditto.
cock-place - - -	10	0	-	10	0	15	0	17·0	ditto.
tle George-street - - -	10	0	-	10	0	15	0	17·0	ditto.
d Bethnal Green-road - - -	46	0	-	35	0	16	0	18·0	ditto.
est-place - - -	14	0	-	25	0	15	0	19·6	ditto.
ckney-road - - -	72	0	86	35	0	16	0	18·0	ditto.
re-place - - -	20	0	The same	18	0	15	0	18·0	ditto.
Ditto - - -	8	0	"	8	0	15	0	18·3	ditto.
ove-row - - -	11	0	-	8	0	15	0	17·0	ditto.
reet, south side of the Regent's Canal.	11	0	30	14	0	15	0	20·0	ditto.
drew's-road - - -	25	0	The same	25	0	15	0	13·4	To be lowered 3·8 1 in 20.
h-grove - - -	38	0	46	25	0	15	0	17·0	Unaltered. ditto.
est-street - - -	24	0	The same	25	0	15	0	19·0	
arburton-street - - -	17	0	22	25	0	15	0	18·0	To be lowered 4·0 1 in 20.
lmsley-street - - -	25	0	The same	25	0	15	0	18·3	Unaltered.
mb-lane - - -	34	0	40	25	0	15	0	17·0	ditto.
ndon-lane - - -	44	0	52	25	0	15	0	17·0	ditto.
hamah-place - - -	8	0	22	25	0	15	0	15·6	To be lowered 1·6 1 in 20.
hmond-road - - -	40	0	66	25	0	15	0	17·0	Unaltered.
ve-lane - - -	20	0	The same	16	0	15	0	13·0	To be lowered 4·0 1 in 20.
nor-road - - -	60	0	74	-	-	-	-	16·0	To be stopped up.
ston-lane - - -	42	0	105	35	0	16	0	18·0	Unaltered.
herst-road - - -	62	0	The same	35	0	16	0	22·9	ditto - - Passes over the Northern High Level Sewer at this point, 9·0 bar. 14·0 in depth.
wns Park-road - - -	40	0	-	25	0	15	0	15·6	To be lowered 1·6 1 in 20.
nd leading to Rectory- road, Ann's-terrace.	40	0	-	25	0	15	0	17·0	Unaltered.
LINE No. 4.									
oor-road - - -	60	0	74	-	-	-	-	14·6	To be stopped up.
LINE No. 8.									
ston-lane - - -	42	0	105	35	0	16	0	18·0	- - - Passes over the Northern High Level Sewer at this point, 9·0 bar. 14·0 in depth.
herst-road - - -	62	0	The same	35	0	16	0	21·0	

8.—LONDON AND BLACKWALL GREAT NORTHERN AND MIDLAND JUNCTION RAILWAYS.

London and
Blackwall Great
Northern and
Midland Junction
Railways.

Route, —

THE proposed Railway, which is to be constructed about 30 feet above the level of the surface of the ground, will commence by two junctions with the Blackwall Railway, one at George-yard, Cannon-street-road, and the other near Charles-street. They unite at Jane-street, Commercial-road East, cross the Commercial-road, and run on the west side of Turner-street, crossing White-chapel-road and Thomas-street at the intersection of Buck's-row; and between Whitechapel Workhouse and the Jew's Cemetery: over the Great Eastern Railway at a height of 16 feet above the rails, through several streets, and across the Bethnal Green-road, Hackney-road, the Regent's Canal at Nicholl-street, the Queen's-road, Dalston, Southgate-road, the Lower-road, Islington, near St. Paul's-road, over the North London Railway, 45 ft. 9 in. above the level of those rails—over Highbury New Park, Grove, and Terrace, crossing the Holloway-road at Victoria-road, Queen's-road, and joining the Great Northern Railway at Seven Sisters'-road.

Line No. 4.

Railway No. 4 will commence by a junction with Railway No. 1, near Highbury-terrace, crossing the Holloway-road at Victoria-road over the Great Northern Railway, near Caledonian-road; over Caledonian-road, through a portion of the land belonging to the Metropolitan Cattle Market. The line here will be in cutting, passing under Camden-road at about 19 ft. 9 in. below the surface. It will pass under Maiden-lane 34 feet below the surface, and about 25 feet under Torriano-terrace. From Camden-road the line descends by a gradient of 1 in 80 to its termination, and connection with the Midland in the Kentish Town-road.

The railway from its commencement to Highbury-grove, a length of about $3\frac{1}{2}$ miles, will be on viaduct; then for about a quarter of a mile it will be below the surface, thence it will continue above ground to its junction with the Great Northern Railway, that portion at Queen's-road being on viaduct for a length of a furlong.

With the exception of a private road attached to a house in Highbury-place, all the streets are passed over, their levels being unaltered, and no interference with the sewers.

Railway No. 4, being that portion connecting the Midland Railway, after passing a short distance from Highbury-terrace, will be above the surface, and from Morel-terrace, on the east side of Holloway-road to the west side of Caledonian-road, will be on a viaduct, the length being nearly a quarter of a mile.

Sewers and streets
interfered with.

In passing under the Camden-road, Hildrop Crescent, and Maiden-lane, the railway will cut the sewers in two, and near the end of the road, next Kentish Town-road, two streets are to be stopped up.

The heights and spans of the bridges proposed and the extent of the interference with the sewers, are given in the table appended.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1.	ft. in. ft. in.	feet.	feet.					
Highbury-place - -	- -	-	12'9	- -	-	3'0	20	
LINE No. 4.								
Camden-road - -	4 0 by 2 8	18'0	19'9	Destroyed	Unaltered.			
Hildrop-crescent - -	- -	18'0 about	23'0	ditto	ditto.			
Maiden-lane, now York- road.	3 9 ,, 2 6	20'0	34'0	- -	-	-	-	Level of rails abo 14 ft. below the vert of the Sewer.

London, Blackwall, Great Northern and Midland Junction Railways—continued.

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration 1 in.
LINE No. 1.	ft. in.	ft. in.	ft. in.	ft. in.	feet.		
non-street - - -	42 0	The same	40 0	15 0	22·0		
alburgh-street - - -	30 0	"	30 0	15 0	22·3		
apel-street - - -	23 0	"	25 0	15 0	22·6		
alburgh-court - - -	8 0	"	10 0	15 0	23·0		
wer Chapman-street - - -	30 0	"	30 0	15 0	21·9		
ne-street - - -	30 0	"	30 0	15 0	21·0		
ehard's-court - - -	5 0	"	5 0	15 0	21·6		
hard-street - - -	30 0	"	30 0	15 0	19·3		
mmercial-road, East - - -	82 0	"	80 0	16 0	18·6		
lson-street - - -	40 0	"	40 0	15 8	19·0		
l Norfolk-street - - -	40 0	"	40 0	15 0	20·0		
l Suffolk-street - - -	40 0	"	40 0	15 0	20·3		
l Rutland-street - - -	40 0	"	40 0	15 0	21·0		
w-street - - -	40 0	"	40 0	15 0	20·6		
ford-street - - -	40 0	"	40 0	15 0	20·6		
een-street - - -	43 0	"	30 0	15 0	20·3	- - -	The gardens of the houses in Mount-street, extend back to wall on the North side of Green-street.
ount-street - - -	30 0	"	30 0	15 0	17·0		
whitechapel-road - - -	122 0	132 0	60 0 36 0 35 0	18 0	22·3		
ck's-row and White's-row, unction of.	54 6	The same	30 0	15 0	17·0		
oss-street - - -	10 0	"	10 0	16 0	20·9		
izabeth-place - - -	10 0	"	10 0	16 0	22·6		
een Ann-street - - -	14 0	"			25·6	To be stopped up	
ad South of Great Eastern Railway.	30 0	"	30 0	30 0	36·6		
ape-street - - -	30 0	"			31·6	To be stopped up.	
eshire-street - - -	40 0	"	40 0	20 0	29·6		
oss-street - - -	33 0	"	35 0	20 0	24·3		
le-street - - -	33 0	40 0	35 0	15 0	23·0		
rbysire-street - - -	35 0	The same	35 0	15 0	23·6		
omas'-passage - - -	10 0	- - -	10 0	15 0	20·0		
thnal Green-road - - -	70 0	- - -	70 0	16 0	18·6		
n-street - - -	24 0	- - -	25 0	15 0	20·0		
l Bethnal Green-road - - -	24 0	30 0	30 0	16 0	23·0		
yne's-gardens - - -	10 0	The same	65 0	16 0	22·9		
ckney-road - - -	62 0	106 0	65 0	16 0	18·8		
assage north of Hackney- road.	10 0	The same	10 0	15 0	19·6		
le-street - - -	25 0	"	25 0	15 0	20·0		
ldsmith's-row - - -	25 0	"	25 0	15 0	17·0		
in-street - - -	20 0	"	25 0	15 0	20·6		
idstone-street - - -	30 0	"	30 0	15 0	21·0		
ve-row - - -	26 0	"	30 0	15 0	20·6		
nes-street - - -	30 0	"	30 0	15 0	10·0		
rgaret-street - - -	33 0	"	35 0	15 0	17·0		
et South side of Regent's Canal.	25 0	"	30 0	15 0	18·9	Width of street taken between fronts of houses and Canal-wall.	
et north side of ditto - - -	18 0	"	20 0	15 0	17·6		
rlborough-road - - -	40 0	60 0	40 0	14 6	16·6		
wnall-road - - -	33 0	46 0	35 0	15 0	17·0		
ke-road - - -	40 0	76 0	40 0	15 0	21·0		
ownlow-road - - -	40 0	72 0	40 0	15 0	20·0		
een's-road - - -	60 0	110 0	60 0	16 0	18·6		

London, Blackwall, Great Northern and Midland Junction Railways—Streets—*continued.*

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration. 1 in.
LINE No. 1—continued.											
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	feet.		
Albion-road - - -	45	0	73	0	45	0	16	0	21·6		
Trafalgar-road - - -	40	0	62	0	40	0	16	0	22·0		
Middleton-road - - -	46	0	80	0	50	0	16	0	21·9		
Bay-street - - -	35	0	46	0	35	0	16	0	21·6		
Mayfield-street - - -	35	0	55	0	35	0	16	0	26·0		
Myrtle-street - - -	42	0	50	0	40	0	16	0	20·9		
Grange-road - - -	35	0	66	0	35	0	15	0	17·0		
Blomfield-street - - -	35	0	-	-	35	0	15	0	17·0		
Kingsland-road - - -	86	0	92	0	65	0	16	0	18·6		
Hertford-place - - -	50	0	72	0	50	0	15	0	18·9		
Stamford-road - - -	50	0	80	0	59	0	15	0	17·6		
De Beauvoir-road - - -	46	0	80	0	50	0	15	0	18·3		
Culford-road, north - - -	48	0	84	0	50	0	15	0	17·0		
Enfield-road - - -	50	0	80	0	40	0	15	0	19·0		
Southgate-road - - -	60	0	86	0	65	0	16	0	21·0		
Motts'-lane - - -	20	0	The same		20	0	15	0	20·0		
Lower-road - - -	60	0	-	-	65	0	22	0	26·0		
Marquis-road - - -	50	0	96	0	50	0	15	0	28·6		
Clephane-road - - -	48	0	72	0	50	0	15	0	26·3		
Douglas-road - - -	30	0	50	0	30	0	15	0	19·0		
Paul's-road - - -	50	0	The same		30	0	15	0	17·0		
Grosvenor-road - - -	60	0	92	0	60	0	20	0	25·0		
Park-road - - -	60	0	90	0	60	0	20	0	24·0		
Highbury Grove - - -	40	0	106	0	40	0	15	0	17·0		
Road near Queen's-road - - -	64	0	The same		30	0	15	0	17·0		
					10	0					
					10	0					
Queen's-road - - -	47	0	66	0	50	0	15	0	17·9		
Road between Queen's-road and Albany-place.	25	0	The same		25	0	15	0	17·9		
LINE No. 2.											
Seven Sisters'-road - - -	53	0	-	-	30	0	16	0	19·9		
					10	0					
					10	0					
LINE No. 3.											
Jane-street - - -	30	0	The same		30	0	15	0	21·0		
Anthony-street - - -	20	0	-	-	25	0	15	0	21·0		
Lower Chapman-street - - -	30	0	-	-	30	0	15	0	22·6		
Ann-street - - -	25	0	-	-	25	0	15	0	20·0		
Jones-row - - -	15	7	-	-	15	0	15	0	21·6		
Chapel-street - - -	25	0	-	-	25	0	15	0	20·6		
Mary-street - - -	25	0	-	-	25	0	15	0	22·0		
Upper Chapman-street - - -	30	0	-	-	30	0	15	0	20·6		
Charles-street - - -	35	0	-	-	35	0	15	0	20·0		
Passage leading from Charles-street to Philip- street.	7	0	-	-	-	-	-	-	21·6		
LINE No. 4.											
Road on east side of the Holloway-road opposite Victoria-road.	40	0	50	0	40	0	15	0	18·6		
Holloway-road - - -	75	0	The same		45	0					
					15	0	16	0	18·6		
					15	0					
George's-place - - -	28	0	56	0	30	0	15	0	21·9		
Passage leading to George's- place.	10	0	The same		10	0	15	0	23·0		
Cornwall Mews - - -	20	0	-	-	20	0	15	0	20·9		
Eden-place - - -	46	0	78	8	30	0	15	0	22·0		
Bernard-terrace - - -	26	0	38	0	26	0	15	0	20·3		
Caledonian-road - - -	50	0	68	0	50	0	15	0	17·0		

Houses on one
side of road
only.

To be stopped up.

9.—TOTTENHAM AND FARRINGDON-STREET RAILWAY.

Tottenham and
Farringdon-street
Railway.

THIS line is intended to continue the Great Eastern to a station at Farringdon-street, and to connect it with the Metropolitan and the London, Chatham and Dover Railways. It would commence by a junction with the Great Eastern Railway at the River Lea, near Tottenham Station, passing over the River Lea, in the parish of Hackney, and tunnelling under Spring-hill, Clapton-common, to Long's cottages; thence proceeding in open cutting on the east side of Grove-road under Stamford-hill, and over the Manor-road and Lordship-road, and the New River at Church-street; thence along and under the New River for about half-a-mile, crossing over the North London Railway at Highbury; thence from St. Paul's-road Bridge it would continue along the course of and under the New River to the Lower-road, Islington, along Lower-street, and under the New River to St. John's-street-road; thence along the west side of that road, crossing Gloucester-street, at the intersection of Meredith-street and Sekforde-street, past the Churchyard, Clerkenwell-green, over the Middle Level Sewer at Red Lion-street, and by the side of the Metropolitan Railway Station. It would then cross Snow-hill, which is to be stopped up as proposed by the Corporation, and Skinner-street 5 feet 3 inches below the present surface. The level, after being raised as proposed by the Corporation, being unaltered, and terminating by a junction with the London, Chatham and Dover Railway at Ludgate-hill.

Object.
Route.

Snow-hill stopped

It is also proposed to purchase a considerable extent of land east of the Sluice House and the Old Pie House, through which the New River runs.

Several properties are proposed to be taken by the Railway Company in Islington, which are detached from the railway, and the precise object of which is not apparent, but it would seem to be intended by clause 28 in the Bill, that the Railway Company should purchase and convey this to the New River Company to be used for a diversion of the New River, and in substitution for land taken from that Company for the railway. This point should be investigated before the Parliamentary Committee, for if this is the intention, it would seem to involve considerable interference with the Metropolitan sewers.

Land to be taken.

The Bill contains a clause saving the works under this Board.

The following tables show in detail the nature of the interference with the several streets and sewers :—

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1.		feet.	feet.					
from Grove-road to Apel-road.	9-inch pipe	—	26·0	—				
from Grove-lane	18-inch bar.	—	23·0	—				
ft. in. ft. in.								
Ford-hill - - -	3 9 by 2 6	14·3	16·0	Destroyed	-	Unaltered.	-	
r-road - - -	-	-	-	- -	-	- -	-	Line passes over the Northern High Level Sewer at this point.
ert under New River ween Green Lanes at North London Rail- y.	-	-	-	Invert 7·0 above rails destroyed.	-	-	-	
Paul's-road (at Bridge)	3 9 „ 2 7	22·6	16·3	None	- -	ditto.	-	
nd place, Canon- y-road.	5 0 „ 3 0	18·5	19·5	- -	- -	ditto.	-	Pitfield-street Main Sewer.
-street - - -	3-foot bar.	16·0	19·2	Destroyed	- -	ditto.	-	
-street - - -	3 9 by 2 3	16 to 25	19 to 22	- ditto -	- -	ditto.	-	The sewer for about 1,400 feet in length will be destroyed.

Tottenham and Farringdon-street Railway—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1—continued.	ft. in. ft. in.	feet.	feet.					
River-lane - - -	4 6 by 2 9	29·0	17·3	None -	-	Unaltered.		
Back of Charlton-crescent	18-inch bar.	-	16·3	Destroyed	-	ditto.		
Duncan-terrace, opposite Alfred-street.	4 6 by 2 6	15·6	19·9	- ditto -	-	ditto.		
St. John-street-road -	4 6 „ 2 6	16·6	27·0	- ditto -	-	ditto.	-	Main Sewer, Branch of the Fleet.
Middleton-street -	4 6 „ 2 6	10·0	20·0	- ditto -	-	ditto.		
Gloucester-street -	5 4 „ 3 3	13·5	17·0	- ditto -	-	ditto.		
Meredith-street -	5 1 „ 3 2	12·9	16·9	- ditto -	-	ditto.		
Skinner-street -	4 6 „ 2 6	10·6	16·0	- ditto -	-	ditto.		
Corporation-row -	12-inch pipe	-	-	- ditto -	-	ditto.		
Woodbridge-street -	4 6 by 2 6	15·0	18·6	- ditto -	-	ditto.		
Sekforde-street and Suffolk- street.	4 6 „ 2 5	15·8	26·3	- ditto -	-	ditto.		
From ditto to Clerkenwell- green.	9-inch pipe	-	-	- ditto -	-	ditto.		
Clerkenwell-green -	3 9 by 2 6	16·6	18·0	- ditto -	-	ditto.		
Red Lion-street -	4 0 „ 2 6	-	-	- ditto -	-	ditto.		
Ditto - - -	8 9 bar. -	27·8	16·3	None -	-	ditto.	-	Middle Level Sewer Invert 11·5 below rails.
Turnmill-street -	4 6 by 2 9	12·0	4·6	- ditto -	-	11·6	30	
At City Boundary -	4 0 „ 2 4	9·0	10·0	Destroyed	-	-		

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration 1 in.
	feet.				Feet.		
Manor-road - - -	50	- -	- -	Not stated -	13·6		
Lordship-road - - -	50	- -	- -	ditto - -	17·0	Unaltered.	
Queen Elizabeth's-walk -	28	- -	- -	ditto - -	17·0		

GROUP No. III.

PROPOSED RAILWAYS connecting Central Termini from North to South.

10.—CHARING CROSS NORTHERN RAILWAY.

Object.

THIS proposed Railway would connect the Great Northern, Midland, and North-Western Railways with the Charing-cross Railway at Charing-cross Bridge. It would be connected with the Great Northern at King's Cross, the Midland at Cambridge-street, Agar-town, and the North-Western Railway at Ampthill-square, Hampstead-road.

Starting

Starting from Charing Cross Bridge, it would be continued on a level to the north abutment of that Bridge; from thence it would descend at a fall of 1 in 45 and enter the surface of the ground at Duke-street, passing under the Strand opposite the Lowther Arcade, where the rails would be 16 ft. 6 in. below the surface. The limits of deviation would enable the Company to build over an additional portion of the Thames Embankment of about 150 feet wide and more than 500 feet in length. This proposal will unquestionably be opposed by the Board. The line would then cross King William-street and pass under private property and cut in two several branch sewers near St. Martin's-lane, where the railway would be about 30 feet below the surface and in tunnel. Here it would sever the Piccadilly branch of the Middle Level Sewer. It would also prevent the future extension of the Covent Garden Approach Subway westward. The railway would then be continued along and under the centre of Upper St. Martin's-lane, passing in an easterly direction to Holborn, thence in a northerly direction and over the Middle Level Sewer at Theobald's road. Several important main lines of sewer, and all the district drainage along the route, would be destroyed and would have to be reconstructed, the rails being generally from 25 to 30 feet below the surface. The North-Western Railway branch would leave the main line near Brunswick-square, the main line being continued under Great Coram-street to Argyle-street, Euston-road, where the Midland branch would diverge. The main line would be carried under Belgrave-street and Euston-road, which latter would have to be raised 5 feet, and again raised by the branches in two other places. Old St. Pancras-road would be diverted into, and at right angles with, the Euston-road, and the proposed railway would join the Great Northern Railway at King's Cross. The vestry of St. Pancras are said to have entered into arrangements with the Company with respect to these alterations.

Charing-cross
Northern Railway.

Route

Sewers interfered
with.

From the limits of deviation shown on the plan, it would seem to be the intention to extend the Great Northern Station over the site of the Fleet Sewer, and on to the Euston-road, and stop up and use the site of the Old St. Pancras-road. This Board must seek power to prevent the building over the sewer, or any interference therewith.

Fleet Sewer inter-
fered with.

The Midland Branch would commence by a junction with the Main Railway at Argyle-street, crossing under the Euston-road, which would be raised 5 feet at this point. Weston-street, Denton-street, Smith-street, and Percy-street are all to be cut off from the Old St. Pancras-road and stopped up. The Old St. Pancras-road is proposed to be diverted, lowered 6 or 7 feet, and reduced to 50 feet in width, the distance between the houses in the present road being about 85 feet. The Fleet Sewer under this diversion would have to be reconstructed, and the lowering of the road would involve a lowering of the sewer. Indeed, with the existing branch of the Metropolitan Railway passing close under the sewer at King's Cross, and the proposed railway passing just over it at the same point, the lowering of the sewer to this extent appears to be impracticable, for it has now a fall of only 3 feet between the points of crossing.

Midland Branch
route.

Fleet Sewer inter-
fered with.

The railway would pass over the St. Pancras Burial Ground, about 8 feet above the surface, for a length of about 200 feet, and must destroy many of the graves. It would join the authorised extension of the Midland Railway at Upper Cambridge-street.

The North-Western Branch would commence by a junction with the main line at Brunswick-mews, crossing under the several streets and places between Great Coram-street and Seymour-street, joining the North-Western Railway at Amptill-square. The surface of the Euston-road would be raised, and much of the district drainage cut up.

This line would pass over the Metropolitan Railway in three places, but a junction therewith is not proposed.

The following Tables show in detail the nature of the interference with the several streets and sewers:—

Charing Cross Northern Railway—continued.

SEWERS.*

NAME of STREET.	Size.	Depth of Sewer	Depth of Rails	Extent of Interference	Alteration of Level		Inclination of Proposed Alteration.	REMARKS.
		below Surface.	below Surface.	with Sewer.	Lowered.	Raised.	1 in	
	ft. in. ft. in.	feet.	feet.					
Strand -	5 6 by 3 0	16.0	16.5	Destroyed.	-	Unaltered.		
King William-street -	5 6 „ 3 0	17.0	22.0	- ditto -	-	ditto.		
Chandos street -	5 6 „ 3 0	16.5	27.3	- ditto -	-	ditto.		
Bedfordbury -	5 0 „ 2 6	14.5	27.0	- ditto -	-	ditto.		
New-street -	3 9 „ 2 6	-	31.0	- ditto -	-	ditto.		
Covent Garden Approach	3 9 „ 2 6	14.2	29.3	- ditto -	-	ditto.		
Ditto ditto -	Subway	-	-	-	-	ditto.		
St. Martin's Lane -	4 0 by 2 8	32.8	29.3	- ditto -	-	ditto	-	This is the Piccadilly branch of the Middle Level Intercepting Sewer, draining a considerable district westward and northward.
Ditto ditto -	6 4 „ 4 6	17.0	29.3	- ditto -	-	ditto	-	This is the Hartsborn Main Sewer, draining nearly the whole of the Eastern Division of the Westminster Sewers. The railway will destroy a length of about 600 feet of this important sewer.
Cranbourne-street -	5 6 „ 3 0	17.0	29.3	- ditto -	-	ditto.		
Long Acre -	3 9 „ 2 3	17.0	29.3	- ditto -	-	ditto.		
Great Newport-street -	4 1 „ 3 0	17.0	29.3	- ditto -	-	ditto.		
West-street -	5 6 „ 3 0	14.5	30.0	- ditto -	-	ditto	-	This sewer is the outlet for the drainage of a greater part of St. Ann's Parish.
White Lion-street -	5 0 „ 2 6	11.0	28.0	- ditto -	-	ditto.		
Great Earl-street -	3 9 „ 2 6	18.0	28.9	- ditto -	-	ditto.		
Neal's-passage -	12-inch pipe	-	25.6	- ditto -	-	ditto.		
King-street -	6 0 „ 3 0	12.2	23.9	- ditto -	-	ditto.		
Endell-street -	5 0 „ 3 6	22.4	22.3	- ditto -	-	ditto	-	This is an important Main Line of Sewer
Brownlow-street -	3 0 „ 2 6	-	21.9	- ditto -	-	ditto.		
Drury-lane -	5 6 „ 3 0	14.5	25.6	- ditto -	-	ditto	-	Main Line of Sewer.
King-street -	-	13.6	26.3	- ditto -	-	ditto.		
Cross-lane -	5 6 „ 3 0	15.4	21.5	- ditto -	-	ditto.		
High Holborn -	4 6 „ 3 0	12.7	25.0	- ditto -	-	ditto.		
Eagle-street -	-	9.7	30.6	- ditto -	-	ditto.		
Orange-street,	4 6 „ 2 6	12.1	28.0	- ditto -	-	ditto.		
Drake-street -	-	14.5	28.0	- ditto -	-	ditto.		
Theobald's-road -	6 6 - -	52.12	28.0	None	-	ditto	-	The level of the rails will be about 24 feet above the invert of the Middle Level Main. Intercepting Sewer at this point.
Boswell-court -	2 6 „ 2 0	12.0	-	Destroyed.	-	ditto.		
Great Ormond-yard	12-inch pipe	-	-	- ditto -	-	ditto.		
Ditto ditto	12-inch pipe	-	-	- ditto -	-	ditto.		
Great Ormond-street.	ft. in. ft. in.							
Guildford-street -	5 0 „ 3 0	13.5	23.3	- ditto -	-	ditto.		
Colonnade-mews -	4 3 „ 3 6	14.3	24.6	- ditto -	-	ditto	-	Branch of the Fleet Sewer.
Bernard-street -	4 6 „ 3 0	-	-	-	-			
Great Coram-street	4 6 „ 3 3	14.5	24.3	- ditto -	-	ditto.		
Henrietta-street -	4 9 „ 3 0	11.5	24.0	- ditto -	-	ditto.		
Hunter-street -	4 9 „ 3 0	10.7	23.6	- ditto -	-	ditto.		
Compton-street East	5 0 „ 3 0	11.0	26.0	- ditto -	-	ditto.		
Wakefield-mews -	4 6 „ 2 6	10.7	27.3	- ditto -	-	ditto.		
Cromer street -	4 9 „ 2 6	5.9	-	- ditto -	-	ditto.		
Argyle place -	3 9 „ 2 6	-	30.3	- ditto -	-	ditto.		
Brighton-street -	12-inch-pipe	-	-	- ditto -	-	ditto.		
	ft. in. ft. in.							
	3 0 by 3 0	-	24.6	- ditto -	-	ditto.		

Charing Cross Northern Railway—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
	ft. in. ft. in.	feet.	feet.					
Manchester-street -	5 0 by 3 0	19.2	-	Destroyed.	Unaltered.			An important line of Sewer, draining a large area.
Argyle-street -	5 0 „ 3 0	24.3	20.3	- ditto -				
Belgrave-street -	4 6 „ 2 6	16.2	13.6	- ditto -	-	2.6	Level.	Fleet Sewer. The lower- ing of the road, as suggested for Railway No. 2, would necessitate the reconstruction of a long length of sewer, and this appears to be impracticable.
Easton-road (South side)	- -	9.6	11.6	- ditto -	-	5.0	50	
Ditto (North)	- -	14.0	11.6	- ditto -	-	-	-	
Old St. Pancras-road -	8 3 by 8 6	12.2	-	Part de- stroyed.	-	-	-	
Easton-road (South side)	4 0 „ 2 8	15.0	11.6	- ditto -	-	5.0	50	To be stopped. - - ditto. - - ditto. The Fleet Sewer must be reconstructed for a long length to allow of the railway to be formed as proposed.
Ditto (North)	4 0 „ 2 8	17.1	11.6	- ditto -	-	-	-	
Easton-street -	4 6 „ 2 6	11.1	4.0	None.	-	-	-	
Easton-street -	4 0 „ 2 3	11.7	4.3	- ditto -	-	-	-	
North-street -	4 9 „ 3 0	11.3	1.0	- ditto -	-	-	-	
Diverted portion of Old St. Pancras-road.	8 3 „ 8 6	12.0	above	- -	8.0	-	63	Unaltered. - - ditto. - - ditto. - - ditto. - - ditto.
Great Coram-street -	4 0 „ 3 0	12.1	25.3	Destroyed.	Unaltered.			
Henrietta-street -	4 9 „ 3 0	10.7	24.0	- ditto -	-	-	-	
Compton-street -	4 9 „ 3 0	11.4	26.3	- ditto -	-	-	-	
Compton-place -	- -	6.45	-	- ditto.	-	-	-	
High-street -	3 0 „ 3 3	10.0	27.3	- ditto -	-	-	-	None. - - - 3.9 Destroyed Part de- stroyed.
Sandwich-street -	3 9 „ 3 0	11.5	22.6	- ditto -	-	-	-	
Castings-street -	4 0 „ 3 0	13.3	20.0	- ditto -	-	-	-	
Stable-don-place -	4 6 „ 3 0	13.4	17.9	- ditto -	-	-	-	
Back of Draper's place -	4 6 „ 3 0	13.7	-	- ditto.	-	-	-	
Easton-road (South side)	- -	25.8	12.9	None.	-	-	3.9	Unaltered. - - ditto. Unaltered.
Ditto (North)	- -	-	12.9	- -	-	-	-	
Wrafton-place -	4 9 „ 3 0	11.3	19.6	Destroyed	-	Unaltered.		
Wymour-street -	5 0 „ 3 3	22.4	20.0	Part de- stroyed.	-	- ditto.		
Wimmond-street -	- -	16.9	18.0	Destroyed	-	Unaltered.		

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed alteration. 1 in
	ft.	in.	ft.	in.	ft.	in.	ft.	feet.		
Wymour-street -	32	0	42	0	-	-	-	2.3	To be stopped.	To be diverted. To be stopped. ditto. ditto. ditto.
Old St. Pancras-road -	150	0	60	0	50	0	16	9.0	To be diverted.	
Wymour's-place -	18	0	18	0	-	-	-	11.9	To be stopped.	
Wymour-place -	10	0	10	0	-	-	-	11.0	ditto.	
Wymour-walk -	15	0	15	0	-	-	-	6.0	ditto.	
Road west side of Upper Cambridge-street -	21	0	-	-	-	-	-	12.0	ditto.	Authorised di- version of Upper Cam- bridge-street passes here. 1 in 63. The old road is about 85 feet wide, whereas the diversion is shown to be only 50 feet.
Upper Cambridge-street -	35	0	45	0	35	0	16	13.0	- - -	
Diverted part of Old St. Pancras-road -	60	0	85	0	50	0	16	11.0	To be lowered about 8 feet.	
	Old road.									

11.—TOTTENHAM AND HAMPSTEAD JUNCTION RAILWAY (EXTENSION TO CHARING CROSS).

Tottenham and
Hampstead Junction
Railway (Ex-
tension to Charing
Cross).

Object.

Route.

THE object of this Bill is to join the Great Eastern, Great Northern, the North-Western, and the Metropolitan Railways with the Charing Cross Railway.

The proposed Railway (No. 1) would commence by a junction with the authorised Tottenham and Hampstead Junction Railway, in the Holloway-road. It would pass through fields between Junction-road and Maiden-lane, and cross the Northern High Level Sewer near that lane, the rails being about on a level with the crown of the sewer. It would pass under Maiden-lane, and again through fields to Leighton-road (late Gloucester-road), Kentish Town, passing under the authorised Midland Railway 16 feet below the level of its rails, and crossing Islip-street, Caversham-street, Gaisford-street, Bartholomew-road, Rochester-road, Cain-place, and proceeding along the east side of the Kentish Town-road. Camden Terrace West would be stopped up, and Jeffrey-street and Camden Terrace are proposed to be diverted. This diversion would cut off the direct communication between Jeffrey-street and Camden Terrace, and the Kentish Town-road, and passengers along the Hawley-road would be obliged to go up Kentish Town as far as Clarence-road, and partly return back to get to either. The railway would then pass over the Regent's Canal by a bridge of two openings, each 25 feet span, 8 ft. 6 in. high; and passing along St. James' Terrace, and crossing the Camden-road, which it is proposed to raise 4 ft. 9 in., at an inclination of 1 in 50. It would then pass through property between High-street, Camden Town, and Bayham-street, crossing Gloucester-place, and cutting through an important sewer, which drains a large district east of Regent's Park and Camden Town, and several minor sewers. The line continues through Oakley-square, the east side of Little Clarendon-street through the Polygon, the west side of Chalton-street to the Euston-road, whence it would continue by Railway No. 2 to Charing Cross.

Streets closed and
diverted.

Camden Road
raised.

Sewers interfered
with.

Route of No. 2
Railway.

Railway No. 2 would cross under the Euston-road and over the Metropolitan Railway, about 15 feet above the level of that railway and 16.0 below the road, which is to be raised one foot, at an inclination of 1 in 66. Then passing on the east side of Duke's-road along Burton-street, crossing Tavistock-place, through Little Coram-street across Great Coram-street, along the east side of Little Guildford-street, crossing Bernard-street, Great Guildford-street, through Bolton-gardens and along the east side of Russell-square, Southampton-row, and Upper King-street, and crossing Vernon-place, at which point it would pass over the Main Middle Level Sewer at about 16 feet above its invert, and continuing along the east side of King-street, crossing High Holborn, along the east side of Little Queen-street, crossing Great Queen-street, and over the Piccadilly branch of the Middle Level Sewer at about 16 feet above its invert. It would then continue through private property, passing under Duke-street, Vere-street, Stanhope-street, Drury-lane, Catherine-street, the Strand, Wellington-street, and Savoy-street; the line here rising above the ground and passing along the margin of the Thames, terminating at right angles to the Charing Cross Station. Railway No. 10 would be a short junction joining No. 2 with the Charing Cross Railway near the brick pier on the Middlesex side. The limits of deviation would enable the Company to build over a very large portion of the Thames Embankment, which must be resisted by the Board. The Company moreover propose to take power to alter the line of roadway, sanctioned in the Thames Embankment Act, from Charing Cross Bridge to Wellington-street, Strand, and to construct that road upon the portion of the Embankment now intended to be laid out as ornamental public grounds. The route of the proposed roadway towards the Strand would be less direct than the authorised roadway, and the Railway would occupy the site which has been suggested for forming a more direct communication by road with the Strand. The Board will doubtless consider it necessary to oppose this.

Railway No. 10,
Junction with
Charing Cross
Railway.

Interference with
Thames Embank-
ment.

Route No. 3 Rail-
way, and

No. 4.

No. 5.

Railway No. 3 would join No. 1 with the Midland Railway at Islip-street, Kentish Town.

Railway No. 4 would be another junction, joining the Midland with the proposed Railway at Carker's-lane.

Railway No. 5 would unite the main line with the Midland, between Carker's-lane and Gaisford-street.

Railway

Railway No. 6 would join the Great Eastern with the authorised line of the Tottenham and Hampstead Junction Railway in the parish of Walthamstow.

Railway No. 7 would form a junction with the North-Western Railway, at Hampstead-road.

Railway No. 8 would be a branch from Railway No. 1, at Drummond-crescent, passing along the forecourts of houses on the north side of the Euston-road to George-street, and parallel with the Metropolitan Railway, apparently intended to form a communication with that Railway.

Railway No. 9 would also be a branch line running from Burton-street, crossing Upper Woburn-place, and along Euston-square, and forecourts of houses on the south side of Euston-road and parallel with the Metropolitan Railway, terminating at Gower-street North, close to the Gower-street station of that Railway.

The interference with the sewers in the districts through which this line would pass, would be very serious, the inverts being, in most cases, either on a level with the rails or a few feet above them.

Some of the principle sewers so destroyed are—

The Kentish Town-road.

Leighton-road.

Main Fleet.

Gloucester-street, Camden Town.

Clarendon-square.

Church-way.

Euston-road.

Guilford-street (Fleet Branch).

Great Queen-street (Essex-street Main Line).

Dukes-street, do.

Vere-street, do.

Drury-lane.

Strand.

The following Tables show in detail the manner in which the sewers and streets would be interfered with:—

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
LINE No. 1.								
thern High Level Se- wer, west of Maiden ane.	ft. in. ft. in. 5 9 bar.	feet. 17·6	feet. 10·0	- -	-	In fields	-	Line of railway passes very near to the crown of the sewer.
hton-road, Kentish own.	4 7 by 2 9	18·0	38·2	Destroyed	-	-	-	
street - - -	3 9 „ 2 6	20·0	30·0	- ditto -	-	-	-	Outlet of these sewers destroyed.
ersham-street - - -	3 9 „ 2 6	21·0	25·0	- ditto -	-	-	-	
ford-street - - -	3 9 „ 2 6	20·0	21·2	- ditto -	-	-	-	
holomew-road - - -	3 9 „ 2 6	19·0	19·9	- ditto -	-	-	-	
-place - - -	3 9 „ 2 3	13·0	16·4	- ditto -	-	-	-	
ey-street - - -	4 0 „ 2 6	9·6	9·0	- ditto -	To be diverted and passed over.			
den-terrace - - -	4 6 „ 2 5	-	-	- - -				
o - - -	6 6 „ 6 0	14·0	8·0	Partial -	- - -	Ditto.	-	
h of Camden-terrace est.	6 0 „ 6 2	10·0	0·9	None -	To be stopped up.			
erfrom Kentish Town- ad to Camden-road, ar Bayham-street.	4 6 „ 2 9	10·0	7·6	Partial.				Upper portion destroyed.
-street - - -	3 2 „ 2 8	13·0	22·0	- ditto -	-	-	-	
t-street - - -	3 9 „ 2 6	21·0	27·0	Destroyed				
oucester-street - - -	12 in. pipe -	10·0	17·0	- ditto -				

Tottenham and Hampstead Junction Railway (Extension to Charing Cross)—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
LINE No. 1—cont ^d .								
Between Gloucester-street and Gloucester-place.	3 4 by 2 6	10·0	17·0	Destroyed.				
Gloucester-place - -	5 0 „ 3 3	18·6	16·9	- ditto.				
Oakley-square (north side)	4 6 „ 2 9	17·0	25·0	- ditto.				
Oakley-square (south side)	4 6 „ 2 9	16·0	26·0	- ditto.				
Johnson-street - -	12 in pipe	13·0	20·6	- ditto.				
	ft. in. ft. in.							
Upper Grenville-street -	5 0 by 3 0	12·0	20·4	- ditto.				
Clarendon-street - -	4 6 „ 3 0	17·0	20·0	- ditto.				
Clarendon-square - -	3 9 „ 2 6	15·6	17·3	- ditto.				
Ditto - - ditto - south side.	12 in. pipe	8·0	13·0	- ditto.				
Clarendon Grove - -	ft. in. ft. in.							
Church Way - -	5 0 „ 4 0	7·6	9·0	- ditto.				
Euston-road - -	- „ -	25·8	15·0	None.				
LINE No. 2.								
						ft. in. 1 0	1 in 66	
Sewer in Euston-road. (one on the south side).	4 6 „ 2 9	25·0	15·0	None -	-			
South of Vittoria-place -	- „ -	17·0	-	None.				
Crescent-place - -	3 9 „ 2 6	20·0	21·0	Destroyed.				
Tavistock place - -	4 6 „ 3 0	11·0	23·0	- ditto.				
Abbey-place - -	3 9 „ 2 6	14·0	22·3	- ditto.				
	4 0 „ 6 6	15·0	22·6	- ditto.				
Little Coram-place	- „ -	10·0	22·6	- ditto.				
Great Coram-street -	4 6 „ 2 9	14·0	22·0	- ditto.				
Bernard street - -	4 6 „ 3 3	13·0	20·6	- ditto.				
Guildford-street - -	4 6 „ 3 0	18·0	22·4	- ditto.				
Cosmo-place - -	3 6 „ 2 0	14·0	24·3	- ditto.				
Orange-street - -	- „ -	15·0	36·0	- ditto.				
Ditto - - Middle Level Sewer.	6 6 bar -	56·0	36·0	None.				
	ft. in. ft. in.							
High Holborn - -	4 6 „ 3 0	13·0	36·0	Destroyed.				
Great Queen-street -	5 6 „ 3 0	18·0	26·0	- ditto -	-	-	-	Essex-street main.
Ditto (Piccadilly Branch of Middle Level Sewer)	4 0 „ 2 8	40·0	26·0	None.				
King's Head-yard - -	5 6 „ 3 0	13·0	20·8	Destroyed.				
Duke-street - -	5 6 „ 3 0	14·0	23·2	- ditto.				
Vere-street - -	5 0 „ 2 6	14·0	24·3	- ditto.				
Stanhope-street - -	4 0 „ 2 9	17·0	24·6	- ditto.				
Clare-court - -	12 in. pipe	-	28·0	- ditto.				
	ft. in. ft. in.							
Drury-lane - -	4 6 „ 3 0	20·0	27·3	- ditto.				
White Hart-court - -	3 6 „ 2 6	18·0	26·0	- ditto.				
New Church-court - -	18 in. bar.	15·0	26·0	- ditto.				
	ft. in. ft. in.							
Catherine street - -	5 0 „ 2 6	13·0	19·2	- ditto.				
Strand - -	5 0 „ 2 6	16·0	17·0	- ditto.				
Savoy-street - -	5 6 „ 3 0	8·6	Level	-	To be stopped -	-	-	The railway will pass close to crown of se- wer at this point.
LINE No. 3.								
Leighton-road - -	4 7 „ 2 9	15·0	32·0	Destroyed.				
Hammond-street - -	3 9 „ 2 6	19·0	23·4	- ditto.				
Islip-street - -	3 9 „ 2 6	17·0	19·9	- ditto.				
LINE No. 4.								
Kentish Town-road -	5 0 „ 3 3	22·0	20·6	Destroyed.				
LINE No. 5.								
Guysford-street - -	3 9 „ 2 6	22·0	21·0	Destroyed.				
Caversham-street - -	3 9 „ 2 6	22·0	21·4	- ditto.				

Tottenham and Hampstead Junction Railway (Extension to Charing Cross)—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
LINE No. 5—continued.								
lip-street - -	3 9 by 2 6	20·0	19·6	Destroyed.				
entish Town-road -	5 0 „ 3 3	20·0	19·2	- ditto.				
LINE No. 7.								
larendon-square -	3 9 „ 2 6	15·0	16·0	- ditto.				
Ditto - -	3 9 „ 2 6	12·0	16·0	- ditto.				
ee-street - -	3 9 „ 2 6	15·0	17·0	- ditto.				
pper Seymour-street -	5 0 „ 3 2	13·0	16·0	- ditto.				
edford-street - -	4 6 „ 2 10	12·0	16·0	- ditto.				
mpthill-square - -	4 6 „ 2 9	15·0	22·0	- ditto.				
Ditto - -	4 6 „ 2 9	15·0	21·0	- ditto.				
LINE No. 8.								
urch-way - -	5 0 „ 4 0	6·0	9·0	- ditto.				
Ditto - -	5 0 „ 3 0	7·6	12·0	- ditto -	-	-	-	Elizabeth-place, York- buildings, and Church- way, to be stopped up.
rafton-place - -	4 9 „ 3 0	13·0	22·9	- ditto.				
uston-square - -	4 0 „ 2 9	27·0	24·8	Partial.				
LINE No. 9.								
oburn-buildings -	4 9 „ 3 0	13·0	22·9	Destroyed.				
pper Woburn-place -	4 9 „ 3 0	12·0	24·6	- ditto.				
uston-square - -	4 9 „ 3 0	14·0	23·0	- ditto.				

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alteration.	
												1 in	
LINE No. 2.													
Seaufort-wharf	-	-	40	0	40	0	30	0	16	0	27· 0	-	To be stopped up.
Lisbury-wharf	-	-	50	0	50	0	30	0	16	0	31· 0	-	
ork-terrace	-	-	35	0	35	0	-	-	-	-	-	-	
lliers street	-	-	45	0	-	-	16	0	30	0	22· 0	-	

12.—HAMPSTEAD, MIDLAND, NORTH WESTERN, AND CHARING CROSS JUNCTION RAILWAY.

By this Railway it is proposed to connect the North Western, the Midland, and the Metropolitan Railways with Charing Cross, and to have a station for local traffic at the foot of Haverstock-hill.

It would commence at Haverstock-hill, near the Chalk Farm Toll-gate, and run under the centre of Chalk Farm-road, passing under the Regent's Canal, and along High-street, Camden-town, and Hampstead-road. It would pass under the North Western and Metropolitan Railways, and along Tottenham-court-road to Oxford-street. It is proposed to form a new street over the Railway in continuation of Tottenham-court-road from Oxford-street, in a direct line to St. Martin's-lane, near Aldridge's Repository, and from thence to the Thames Embankment, near to the Charing-cross Railway Station.

This new line of thoroughfare would open a direct communication from the Thames Embankment to Oxford-street, Camden-town, Kentish-town, Hampstead, and Highgate, and would be a substitute for the present objectionable route through Seven Dials and High-street, St. Giles's. This would be an important public

Hampstead, Midland, North Western, and Charing Cross Junction Railway.

Object.
Route.

New street from Oxford-street to Strand.

improvement;

Hampstead, Mid-
land, North
Western, and
Charing Cross
Junction Railway.

Thames Embank-
ment interfered
with.

Junctions with
Metropolitan
Railway.

Sewers interfered
with.

Fleet Sewer
Branch cut in
two.

improvement; but the erection of new buildings must be subject to the regulations of the Building Act, and not under the control of the Railway Company, as proposed by clause 29 of this Bill.

From Oxford-street, the railway running under it, with a branch, would be carried under the New-street to the brick pier on the Middlesex side of the Thames Embankment.

The limits of deviation would enable the Company to build over a considerable portion of the Thames Embankment, which would, doubtless, be resisted by this Board.

Two junctions with the Metropolitan Railway are proposed (one at Park-square and the other at Euston-square). Also a junction with the North Western near Granby-street, Hampstead-road.

The sewerage of the upper part of the district would be seriously interfered with by the proposed railway. It is intended to be diverted by the Company along the line of the railway. This, however, would require very careful consideration, as a large amount of sewage would be diverted. The branch, for instance, from the Fleet Sewer at its crossing of High-street, Camden-town, which drains the greater part of the district on the east side of the Regent's-park, would be cut in two.

The level of the rails below this point are from 40 to 70 feet below the surface, so that very little interference with the sewers will take place. The Middle Level Sewer in Oxford-street is 20 feet above the level of the rails, and the Piccadilly branch, crossing St. Martin's-lane at Long-acre, is 22 above the rails.

The branch line connecting this railway with the Charing-Cross Line would cross the Strand 19ft. 5in. below the surface, and would cut the Strand Sewer in two, and necessitate its diversion. The level of the rails at the Embankment would be 5 feet below Ordnance datum, or 6 in. above the invert of the Low Level Sewer, which is 8 ft. 3 in. diameter at this point; therefore the railway could not be drained into the Low Level Sewer.

The following Table shows in detail the interference with the SEWERS:—

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
LINE No. 1. Chalk Farm-gate -	ft. in. ft. in. 5 6 by 3 3	feet. 13·6	feet. 20·58	Destroyed	-	-	-	This sewer is interfered with between Chalk Farm-gate and the North London Railway Bridge, crossing the Hampstead-road. From Chalk Farm-gate to opposite Hartland-road, a length of 1,500 feet, the sewer wholly destroyed; and from the last-named point to the railway bridge, a distance of about 400 feet, it is partially destroyed. The railway is proposed to be executed in tunnel.
Opposite Ferdinand-street	- - -	10·0	21·45	- ditto.	-	-	-	
Sewer commencing on the south side of the Regent's Canal, and running down the Hampstead-road to a point near to King-street - - -	varying from 4 0 by 2 6 to 4 0 by 2 1	Near canal, 13·0; near King-street, 19·0	- 26·89 29·88	-	-	-	-	Proposed to be executed in tunnel. From the south side of the Canal to opposite Wellington-street, a distance about 600 feet, the sewer will be partially destroyed. From opposite Wellington-street, to a point near King-street, a length of about 1,720 feet, the sewer will be wholly destroyed.
Opposite Wellington-street	- - -	12·0	30·47	Part destroyed.	-	-	-	
Opposite Warren-street and Pratt-street.	3 9 by 2 3	25·0	38·78	Destroyed.	-	-	-	
From opposite Southampton-street and Gloucester-place.	4 6 „ 2 9	16·0 to 18·0	- 27·0	Destroyed	-	-	-	This sewer is the outlet of a very large area
Opposite the south corner of Harrington-square.	4 6 „ 2 9	9·0	37·48	None	-	-	-	Unaltered.
Opposite Rutland-street.	5 0 „ 3 3	13·0	32·68	ditto	-	-	-	ditto.
Ditto, the south corner of Amptill-square.	5 0 „ 3 3	12·0	33·23	ditto	-	-	-	ditto.
Opposite Edward-street.	5 0 „ 3 3	13·0	31·84	ditto	-	-	-	ditto.
Ditto, Cardington-street.	5 0 „ 3 3	15·0	18·0	ditto	-	-	-	ditto.
Ditto, Robert-street -	5 0 „ 3 3	13·0	36·40	ditto	-	-	-	ditto.
Ditto, George-street -	4 9 „ 2 9	15·0	41·23	ditto	-	-	-	ditto.
Ditto, Frederick-street -	4 6 „ 2 9	15·0	46·43	ditto	-	-	-	ditto.

Hampstead, Midland, North Western, and Charing Cross Junction Railway—Sewers—*continued*.

NAME of STREET.	Size.		Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
						Lowered.	Raised.		
No. 1—continued.									
Crossing of Charles-street	3	3 by 2	3	15.0	50.20	None	-	Unaltered.	
Opposite Henry-street	3	9	2 6	16.0	52.40	- ditto	-	ditto.	
Ditto, Eden-street	4	0	2 6	16.0	53.50	- ditto	-	ditto.	
Crossing of Euston-road	4	6	2 10	15.0	57.17	- ditto	-	ditto.	
Opposite Warren-street	4	0	3 0	14.0	57.18	- ditto	-	ditto.	
Ditto, Grafton-street	3	9	2 6	15.0	59.37	- ditto	-	ditto.	
Ditto, London and Uni- versity-streets.	3	9	2 6	15.6	61.62	- ditto	-	ditto.	
Ditto, Howland-street	5	0	2 6	17.0	63.48	- ditto	-	ditto.	
Ditto, Francis-street	3	9	2 6	18.0	66.03	- ditto	-	ditto.	
Ditto, Chapel-street	5	10	3 0	17.6	66.91	- ditto	-	ditto.	
Ditto, Chenies-street	3	0	2 0	18.0	68.89	- ditto	-	ditto.	
Ditto, Goodge-street	4	9	3 0	19.0	71.25	- ditto	-	ditto.	
Ditto, Windmill-street	5	0	2 6	15.0	71.43	- ditto	-	ditto.	
Ditto, Bedford-street	5	6	3 0	18.0	71.72	- ditto	-	ditto.	
Opposite Great Russell- street.	3	9	2 6	17.0	72.18	- ditto	-	ditto.	
Crossing of Oxford- street.	5	6	3 0	16.0	72.24	- ditto	-	-	At this point it is proposed to pass under the Middle Level Sewer. The top of the tunnel is about 4 feet 6 inches below the invert of the sewer.
Denmark-street	4	0	2 8	14.0	71.02	- ditto	-	ditto.	
New Compton-street	4	0	3 0	11.0	65.74	- ditto	-	ditto.	
Mudley-street	4	0	3 0	12.0	63.30	- ditto	-	ditto.	
Little Earl-street	3	8	2 0	13.6	65.38	- ditto	-	ditto.	
Summer-court	3	0	2 0	8.0	65.38	- ditto	-	ditto.	
Opposite Little St. An- drew-street.	6	6	3 0	14.0	60.07	- ditto	-	ditto.	
Opposite Long-acre	6	4	4 6	17.0	54.74	- ditto	-	ditto.	The invert of Picca- dilly Branch of the Middle Level Sewer will be about 7 feet above top of tunnel at this point.
Ditto, ditto	4	0	2 8	32.0	54.74	- ditto	-	ditto.	
Handos-street	5	6	3 0	16.0	49.48	- ditto	-	ditto.	
Opposite King William- street.	5	6	3 0	22.0	49. 0	- ditto	-	ditto.	
West Strand	5	6	3 0	16.6	43.63	- ditto.			
Roadway of intended Embankment.	-	-	-	22.0	21.60	Destroyed	-	-	The rails at this point will be nearly at the same level as the invert of the Low Level Sewer.
RAILWAY No. 5.									
Barby-street	4	6 by 2	6	14.0	22. 6	Destroyed	-	Unaltered.	
Midland-street	4	6	2 6	12.0	27. 0	-	-	ditto.	
Forecourts of houses on the West side of the Hampstead-road.	3	6	3 0	9.0	29. 0	None	-	ditto.	About 1.0 feet between the invert of Sewer and the top of the tunnel.
RAILWAY No. 6.									
Summer-court	3	0	2 0	8.0	64. 0	None	-	ditto.	
Opposite Little St. An- drew-street.	6	6	3 0	14.6	60.07	- ditto	-	ditto.	
Opposite Long-acre	6	4	4 6	17.0	54.74	- ditto	-	ditto.	The invert of Picca- dilly branch of the Middle Level Sewer will be about 6 feet above top of tunnel at this point.
Ditto, ditto	4	0	2 8	32.0	54.74	- ditto	-	ditto.	
Handos-street	5	6	3 0	16.0	33.58	Partial	-	ditto.	These sewers proposed to be diverted.
King William-street	5	6	3 0	22.0	30. 0	Destroyed	-	ditto.	
West Strand	5	6	3 0	16.6	19.50	- ditto	-	ditto.	
From this point the railway will pass over York-terrace, by a bridge of 40 feet span, and 16 feet clear headway. The abutment span of Charing-cross bridge to be widened, and the bridge approach for foot pas- sengers to be diverted.									

Hampstead, Midland, North Western, and Charing Cross Junction Railway—Sewers—continued.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
RAILWAY No. 7.		ft. in. ft. in.	feet.	feet.				
Marylebone-road - -	5 0 by 3 2	38·0	23·86	- None.				
Park-square, east - -	4 4 „ 3 1	35·0	29·43	Part de- stroyed.	-	Unaltered.		
Albany-street and Osnaburgh-terrace.	4 0 „ 2 10	11·6	36·55	- None -	-	ditto.		
Osnaburgh-street - -	4 0 „ 3 0	34·0	37·0	Destroyed	-	ditto - -	-	The level of rails on Plan is given 59·81.
Upper Fitzroy-place -	2 8 „ 2 6	8·0	43·50	- None.				
Crossing of Brook-street and Henry-street.	2 8 „ 2 6	17·0	48·09	- ditto -	- -	ditto.		
Eden-street - - -	4 0 „ 2 6	8·6	48·0	- ditto -	- -	ditto.		
Euston-road - - -	4 6 „ 2 10	13·9	52·54	- ditto -	- -	ditto.		
Ditto - - - - -	4 6 „ 2 10	13·9	52·54	- ditto -	- -	ditto.		
Warren-street - - -	4 0 „ 3 0	11·3	55·0	- ditto -	- -	ditto.		
RAILWAY No. 8.								
Opposite Grafton-street, Tottenham Court-road	4 0 „ 2 6	14·6	57·0	- ditto -	- -	ditto.		
Euston-road - - -	3 9 „ 2 6	13·3	55·42	- ditto -	- -	ditto.		
George-street - - -	4 9 „ 2 9	20·0	46·05	- ditto -	- -	ditto.		
Opposite Seymour-street	5 0 „ 3 3	29·4	29·33	Destroyed.	-	ditto.		

GROUP No. IV.

PROPOSED SUBURBAN and MISCELLANEOUS RAILWAYS on the North Side
of the Thames, Westward.

13.—FINCHLEY, WILLESDEN, AND ACTON RAILWAY.

Finchley, Willesden, and Acton Railway.

Out of Board's jurisdiction.

THE proposed railway will commence at East Acton, joining the North and South Western Junction Railway, at the point where that line passes over the Great Western Railway. It will also join the Midland Railway at Cricklewood, and the Edgware, Highgate, and London Railway, near Finchley.

The whole of the works will be beyond the jurisdiction of the Board.

14.—GREAT NORTHERN AND VICTORIA STATION RAILWAY.

Great Northern and Victoria Station Railway.

Route.

Acton Branch Sewer destroyed.
Uxbridge-road raised.

Richmond and other roads interfered with.

THIS will be a suburban line from the Great Northern Railway, near Barnet Station, passing between Finchley and Hendon, and crossing the Edgware-road at Cricklewood, thence by Willesden, and crossing over the Hampstead, North Western, and Great Western Railways, at Kensal Green, joining the West London Railway at Kensington Station.

A short length of this line only will be within the jurisdiction of the Board, viz., that portion joining the West London Railway, and which will destroy the Acton Branch of the Western Sewers in the Uxbridge-road. The rails will be nearly on a level with the invert of the sewer. The road is also to be raised four feet, at an inclination of 1 in 30, and the new road adjoining is to be raised five feet, at the same inclination.

Richmond-road is to be passed under at a depth of nine feet below the surface, but no information is given how this is to be accomplished, but it cannot be done without an alteration of the road.

Several

Several of the roads beyond the jurisdiction of the Board will be materially interfered with; amongst others, a road leading from the Finchley-road to Dollis Farm is to be raised - - - - - 18 feet at 1 in 20

Great Northern
and Victoria
Station Railway.

Road from Hendon to Finchley-road, and running

by the side of Hendon-place - - - - - 4 „ 1 in 13

Road from Hampstead to Hendon - : - - - 9 „ 1 in 16

Edgware-road, at Cricklewood - - - - - 16 „ 1 in 30

Child's Hill-lane is to be passed under, but it is not stated how this road is to be dealt with. Near this point the railway will pass, at a depth of 17 feet, under the proposed Midland Extension Line, and under the Edgware, Highgate and London Railway, near Finchley Church, at about 18 feet below the level of the rails.

15.—HAMMERSMITH AND CITY RAILWAY—EXTENSIONS.

The proposed lines will commence by a junction with the Hammersmith and City Railway, near Grove-road, Hammersmith, passing over Bradmore-lane, the Albion-road and King-street, Hammersmith, St. Peter's-road, Chiswick-lane, crossing the South Western Railway Loop-line, and passing over the River Thames by a bridge of four spans of 120 feet each, and 20 feet high, then running close to the parish boundary of Mortlake and Kew, over the London and South Western Railway (Richmond and Windsor Branch), and terminating at Upper Hill-street, Richmond. It is also proposed to form a branch joining the intended line with the London and South Western at Richmond Railway Station, and also a junction connecting the Hammersmith and City Railway with the West London Railway at Kensington Station, and another junction to connect the South Western Railway at a point near the parish boundary of Mortlake and Richmond with the proposed line.

Hammersmith and
City Railway.—
Extensions.

Junction with
Hammersmith, &c.
Railway.

Junctions with
South Western
and West London
Railways.

A short length only of the intended railway will be within the jurisdiction of the Board, namely, the branch connecting the Hammersmith and City Railway with the West London, and the portion in the parish of Hammersmith; in both of which the railway will be above-ground, and the sewers not interfered with.

The level of two roads will be altered, one, forming the boundary of Hammersmith and Chiswick parishes, will be lowered 4 feet 6 inches, at an inclination of 1 in 20, and the railway to be carried over by a bridge 25 feet span and 15.0 feet high; the other, the Richmond-road, Hammersmith, will be lowered four feet, at an inclination of 1 in 20, and the railway carried by a bridge, 25 feet span and 15 high; this road being about 70 feet wide.

Roads lowered.

There are, however, several roads beyond the jurisdiction of the Board that will be seriously affected. Chiswick-lane is to be raised 12 ft. 9 in. with an inclination of 1 ft. in 20 in., extending to about 500 feet. Chiswick Field-lane is to be raised three feet. The road running parallel with and near the Thames in Chiswick is to be lowered five feet, and the public road, forming the parish boundary between Mortlake and Richmond, and leading to the gas works, is to be raised 16 ft. 6 in. at an inclination of 1 in 20, and it will also be raised 3 ft. 3 in. near the South Western Railway, and crossed on a level.

Roads altered.

16.—LONDON AND NORTH WESTERN RAILWAY—(ADDITIONAL POWERS).

It is proposed to make two junctions at Willesden, connecting the Hampstead Junction Railway with the North Western, near Old Oak Common-lane, and the West London Railway, at its crossing over the Grand Junction Canal. The Stamford Brook sewer, which is a two-feet barrel, will pass over the railway at Old Oak Common Bridge, at about four feet below the surface; the road is to be raised about one foot at this point. Care should be taken that the sewer is not interfered with.

London and North
Western Railway.
—Additional
Powers.

Object.
Road raised.

It is also proposed to make a new street, connecting the Euston-road with the railway terminus, by cutting through the pleasure gardens, at their present level, on the north side of Euston-square, and to take additional lands and buildings between Eldon-street and Brett's-buildings, eastward of Long-alley, and also to arch over Crown-street. Through the whole length of the property proposed to be taken a line of sewer runs, and will have to be diverted.

New street
formed.

Sewer interfered
with.

17.—METROPOLITAN RAILWAY.—NOTTING HILL AND BROMPTON EXTENSION.

Metropolitan Rail-
way—Notting-hill
and Brompton
Extension.

Route.

This will be an underground railway from the Metropolitan Railway at Paddington, and passing along Conduit-street east and west, across Craven-hill and Queen's-road, along the south side of Moscow-road, and crossing the Uxbridge-road near Pembridge Gardens. It will terminate between St. James's-street and New-street, Uxbridge-road. From this point the line to Brompton will be identical with the proposed Metropolitan District Railway (outer circle), and the description given of that line will apply equally to this. It will start at the same level, viz. 114 feet above datum, and pass into tunnel twice, once for 210 yards, and then for 175 yards, and end by joining the proposed inner circle at Alfred-place West.

Sewers destroyed.

From the divergence near Uxbridge-road to Paddington the railway will destroy several sewers, the most important being the Ranelagh main line in Gloucester-terrace, the rails being but very little above the invert of the sewer.

New road formed.

The road to be formed between Alfred-place West and Cromwell-road is also similar, both with respect to situation and levels with the road proposed by the Metropolitan District Railway, and is described in both the Bills.

The following Tables show in detail the nature of the interference with the several sewers:—

S E W E R S.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
Spring-street	ft. in. ft. in.	feet.	feet.	Destroyed	Level unaltered.			
Conduit-street, East	5 6 by 3 0	16'6	21'6	- ditto -	- - ditto -	-	-	Sewer extends 100 feet along street.
	5 0 „ 2 6	13'3	19'0					
Opposite Conduit-mews	5 0 „ 2 6	14'0	20'6	- ditto -	- - ditto.			
„ Westbourne-ter- race.	5 6 „ 3 0	14'0	18'0	- ditto -	- - ditto.			
Conduit-street, West	5 0 „ 2 6	15'0 17'9 19'9	17'0	- ditto -	- - ditto -	-	-	Sewer extends 140 feet east of the Ranelagh
Opposite Gloucester- terrace.	8 6 „ 10 6	20'6	17'0	- ditto -	- - ditto -	-	-	Main line of Ranelagh Sewer.
Conduit-street, West	7 6 „ 8 3	17'0	15'0	- ditto -	- - ditto -	-	-	140 feet of old course of Ranelagh Sewer will be destroyed.
Ditto	5 0 „ 2 6	15'0	15'0	- ditto -	- - ditto -	-	-	120 feet west of Rane- lagh Sewer.
Devonshire-terrace (Op- posite).	4 0 „ 2 6	15'6	15'6	- ditto -	- - ditto.			
Craven-hill	5 0 „ 2 6	15'6	15'6 21'0	- ditto -	- - ditto -	-	-	Sewer runs along lin of street.
Leinster-gardens	3 9 „ 2 6	-	26'4	Partially	- - ditto -	-	-	No levels to sewers.
Porchester-terrace	5 6 „ 3 0	12'0	26'6	- ditto -	- - ditto -	-	-	Sewer 14 ft. above rail
Queensborough-terrace	1 8 bar	-	27'0	- ditto -	- - ditto.			
Inverness-terrace	0 15 pipe	-	23'4	- ditto -	- - ditto.			
	ft. in. ft. in.			None				
Queen's-road	5 6 by 3 0	11'0	23'0		- - ditto -	-	-	Sewer 12 ft. above rail
Ditto	4 0 „ 2 6	32'0	23'0	- ditto -	- - ditto -	-	-	New Sewer.
Poplar-place	0 9 pipe	-	25'4	Destroyed	To be stopped up.			
	ft. in. ft. in.							
Caroline-place	5 3 „ 2 6	10'6	24'0	- ditto -	Level unaltered -	-	-	Sewer 13'6 above rail
Bark-place	5 0 „ 2 6	12'6	26'6	- ditto -	- - ditto -	-	-	Sewer 14'0 above rail
St. Petersburg place	5 6 „ 3 0	13'0	24'0	- ditto -	- - ditto -	-	-	Sewer 11'0 above rail
Chapel Side	0 12 pipe	-	22'6	- ditto -	- - ditto.			
	ft. in. ft. in.							
Moscow-road	4 9 by 2 6	11'0	21'0	- ditto -	- - ditto -	-	-	Sewer 10'0 above rail
Uxbridge-road	6 0 „ 4 0	47'0	27'0	None	- - ditto -	-	-	Middle Level Sewer.
Ditto	-	12'8	27'0	Destroyed	- - ditto -	-	-	Sewer 15'0 above rail
Uxbridge-street	5 6 „ 3 0	8'0	23'0	- ditto -	- - ditto -	-	-	Sewer 14'0 above rail
Kensington-place	0 12 pipe	no level	26'6	- ditto -	- - ditto.			
	ft. in. ft. in.							
Edge-terrace	4 6 „ 2 6	11'6	30'6	- ditto -	- - ditto	-	-	Sewer 19'0 above rail

Metropolitan Railway, Notting-hill, &c. Extension—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
Peel-street - - -	4 6 by 2 6	12·0	34·9	None.				
Campden-street - -	5 0 „ 2 6	11·0	37·0	- ditto.				
Bedford-place - -	4 6 „ 2 6	12·6	44·3	- ditto.				
Campden-grove - -	4 6 „ 3 0	14·3	44·6	- ditto.				
Vicarage-street - -	4 6 „ 3 0	17·3	34·3	- ditto -	-	-	-	Sewer 17 feet above rails.
Upper Holland-street	4 6 „ 2 0	14·3	24·7	Destroyed	-	-	-	Sewer 10·4 above rails.
Horton-mews - - -	- no size -	no level	17·0	- ditto -	-	-	-	Old sewer.
High-street, (Kensington)	3 9 „ 2 6	17·0	16·10	- ditto.				
South End-row - - -	5 6 „ 3 6	11·6	16·6	- ditto -	-	-	-	Kensington branch
Kelso-place - - -	4 0 „ 2 6	11·6	16·6	- ditto.				(Counter's Creek
Gloucester-road - -	5 8 „ 2 3	11·0	18·9	- ditto -	-	-	-	Sewer).
Prince Albert-road -	3 9 „ 2 6	about	19·9	- ditto.				Church-street Sewer.
		13·6						
Butte-street - - -	0 9 pipe -	8·6	22·3	- ditto.				
Old Brompton-road -	5 6 „ 3 0	7·9	20·3	- ditto.				

18.—NORTH AND SOUTH LONDON RAILWAYS JUNCTION RAILWAY.

THE proposed Railway will commence by a junction with the West London Extension Railway near the River Thames, running in a westerly direction to Fulham, thence in a northerly direction to the Broadway, Hammersmith, thence to Shepherd's Bush, connecting the West London Railway near Walmer-road; and passing under the Great Western Railway and Grand Junction Canal, at Kensal Green, and the North Western at Kilburn, joining the Hampstead Junction Railway at Finchley Road Station and the Midland Railway at Mill-Hill-lane.

This railway will be for nearly the first quarter of a mile above-ground. It then will be in a cutting of about six feet deep for the next two miles, raising following roads:—

	Feet.	Inclination.
Peterborough-road - - -	8·0	1 in 20
Broomhouse-lane - - -	10·0	1 in 20
Do. - - -	10·0	1 in 20
King's-road - - -	7·0	1 in 30
Fulham-road - - -	6·0	1 in 30
Colehill-lane - - -	11·0	1 in 30
Devil's-alley - - -	10·0	1 in 20
Crown-lane - - -	16·0	1 in 20
Greyhound-lane - - -	16·0	1 in 20

Old Greyhound-lane to be stopped up.

No information is given as to the interference with the Fulham-park-road.

Latimer-road, Notting-hill, is to be diverted, and raised 16 feet, at an inclination of 1 in 20.

The Acton Branch Main Sewer will be cut in two at the railway crossing in the Uxbridge-road, the level of the rails being about two feet below the sewer.

The Middle Level Sewer, near the Great Western Railway, will also be destroyed, the rails being below the sewer; also the Counter's Creek Sewer near the Grand Junction Canal.

Nearly the whole length of this railway will be through fields and market gardens.

Old Greyhound-road is to be stopped up. This appears to be an important road connecting the upper part of the Fulham-road with North-end-road.

The following Tables show in detail the nature of the interference with the streets and sewers:—

North and South London Railways Junction Railway—continued.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
LINE No. 1.		feet.	feet.			ft. in.		
Peterborough-road - - - -	- - - -	-	8'0	- -	-	8 0	20	
Broomhouse-lane - - - -	- - - -	-	6'0	- -	-	10 0	20	
Ditto - - - -	- - - -	-	6'0	- -	-	10 0	20	
King's-road - - - -	ft. in. ft. in. 3 9 by 2 6	20'0	9'0	None -	-	7 0	30	Fulham branch of Western sewers.
Fulham-road - - - -	- - - -	-	10'0	- -	-	6 0	30	
Colehill-lane - - - -	- - - -	-	5'0	- -	-	11 0	30	
Devil's-alley - - - -	- - - -	-	6'0	- -	-	10 0	20	
Crown-lane - - - -	4 0 by 2 8	20'6	Level -	None -	-	16 20	20	Western sewers main line.
Greyhound-lane - - - -	- - - -	-	ditto -	- -	-	16 0	20	
Old ditto - - - -	- - - -	-	Above surface 5'0	- -	-	-	-	To be stopped.
LINE No. 4.			Below surface					
Gold Hawk-road - - - -	- - - -	-	15'0	- -	-	2 0	20	
Uxbridge-road - - - -	4 0 by 2 8	14'61	16'0	Destroyed -	Unaltered.			
LINE No. 5.								
Near Great Western Railway.	4 6 „ 3 0	24'2	27'0	- ditto -	-	-	-	Middle Level Sewer.
Counter's Creek Sewer, near Grand Junction Canal.	3 9 „ 2 0	18'0	28'0	- ditto -	-	-	-	East branch of Count- er's Creek.

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
						Lowered.	1 in
LINE No. 1.	ft. in.	ft. in.	ft. in.	ft. in.			
Old Greyhound-lane - - - -	20 0	The same	- -	- -	5'0	To be stopped up. Unaltered. ditto.	
Great Church-lane - - - -	14 0	23 0	25 0	14 0	16'0		
Hammersmith-road - - - -	75 0	The same	80 0	16 0	18'0		
LINE No. 2.							
Gold Hawk-road - - - -	60 0	80 0	50 0	16 0	18'0	ditto.	
Uxbridge-road - - - -	60 0	The same	50 0	16 0	18'0	ditto.	
LINE No. 3.							
Road near West London Railway.	70 0	- -	25 0	14 0	16'0	Unaltered.	
LINE No. 4.					Below S.		
Turnpike Road on parish boundary between Ham- mersmith and Fulham.	60 0	82 0	- -	- -	17'0	ditto.	

North and South London Railways Junction Railway—Streets—continued.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
							1 in.
Latimer-road - - -	feet, 40·0	feet. 50·0	feet. - - -	feet. - - -	feet. Level -	To be diverted and raised 16·0, and to be 46·0 in width.	1 in 20.
LINE 5.							
Latimer-road - - -	40·0	50·0	- - -	- - -	Level -	To be diverted and raised 16·0, and to be 46·0 in width.	
Road crossing Percy-road -	46·0	The same	50·0	17·0	22·0	Unaltered.	
Kilburn-road - - -	66·0	- - -	100·0	18·0	20·0	ditto.	
Goldsmith's-place - - -	33·0	6·0	25·0	20·0	24·0	ditto.	
St. George's-terrace - - -	40·0	45·0	25·0	18·0	26·0	ditto.	
Abbot's-road - - -	26·0	46·0	20·0	10·0	12·0	ditto.	
Road north of Abbot's-road	33·0	46·0	20·0	10·0	12·0	ditto.	

18 A.—NORTH AND SOUTH WESTERN JUNCTION.—ADDITIONAL LANDS.

It is proposed to take additional land by the side of the Railway, between the Kew curve and the point where the Loop-line of the South Western Railway joins the North and South Western Junction Railway, being about 1,300 feet westward from Kew Station.

North and South
Western Junction
—Additional
Lands.

Also a piece of land by the side of the Railway, between the Uxbridge Road and Acton Station; and another piece between the Grand Junction Canal, by the side of, and to the point, where it joins the London and North Western Railway, near Willesden.

This will not affect any works under the jurisdiction of the Board.

18 B.—GREAT WESTERN RAILWAY.—FURTHER POWERS.

It is proposed to purchase certain property on the north side of Westbourne-park villas, Paddington, situate between Queen's-road on the east, and premises belonging to the Company on the west, and also, for the purpose of altering the inclination of the Great Western Road, certain premises situate at the corner of a road leading to Tavistock-terrace.

Great Western
Railway—Further
Powers.
—
Objects.

There does not appear to be any interference with the sewer in the Westbourne-park villas, and the alteration in the levels of the roads is not great.

ON THE NORTH SIDE OF THE THAMES—continued.
CENTRAL.

19.—TOTTENHAM AND HAMPSTEAD JUNCTION RAILWAY
(ALEXANDRA PARK EXTENSIONS).

THE proposed Railway, commencing near St. John's Church, in the Holloway-road, at which point it will be 15 feet 5 inches below the surface, rises at an inclination of 1 in 70, crossing Mulkern-road and Birkbeck-road, both of which it is proposed to stop up. It then passes under Hornsey-lane in a tunnel 176 yards long, and over the authorised Line of the Edgware, Highgate, and London Railway, and on to Muswell Hill; thence along fields joining the Great Northern Railway at Colney Hatch Station, the length of the proposed Line being about 3½ miles.

Tottenham and
Hampstead Junction
Railway—
(Alexandra Park
Extensions).
—
Mulkern and
Birkbeck Roads
stopped.

Tottenham and
Hampstead Junction
Railway (Alexandra Park
Extensions).

With the exception of the first three-quarters of a mile, and in which length the roads already mentioned are to be stopped up, the Line will be beyond the jurisdiction of the Board, and is chiefly through fields.

20.—EDGWARE, HIGHGATE, AND LONDON RAILWAY.— (ALEXANDRA PARK BRANCH, &c.)

Edgware, Highgate,
and London Railway (Alex-
andra Park Branch, &c.)

Out of Board's
jurisdiction.

THE proposed Line will commence by a junction with the authorised Line of the Edgware, Highgate, and London Railway, near the Wellington Tavern, in the Highgate-archway road, passing under Southwood-lane, which it is intended to raise 7 feet 6 inches, with an inclination of 1 in 20. It will then pass under Muswell-hill road, near the Grove; thence on to the Alexandra Park. The whole of the intended Railway will be beyond the jurisdiction of the Board. The length of the proposed Line is nearly $1\frac{3}{4}$ miles.

21.—METROPOLITAN RAILWAY—(ADDITIONAL POWERS).

Metropolitan Rail-
way (Additional
Powers).

It is proposed to widen the Metropolitan Railway on its south side, between Cambridge-place and the Edgware-road Station, at Upper Lisson-street.

Inasmuch as the sewers running southward to the Metropolitan Railway have already been dealt with, by being diverted from their former routes, I do not anticipate that any serious inconvenience will be caused by the ends of the sewers being interfered with by the proposed line, as they all run from and not to the proposed railway.

Fleet and local
sewers interfered
with.

At King's-cross it is proposed to construct a line from the Metropolitan Railway, on its north side, and along Battle-bridge, and under houses on the north side of the Euston-road, to join the proposed Midland Extension Railway, near Skinner's-place. To enable this to be done it will be necessary to divert the two junction lines on to the Great Northern Railway, by shifting them above or northward of this proposed connexion with the Midland. This may necessitate a further alteration of the Fleet Sewer in the Old St. Pancras-road and Battle-bridge, which, on the construction of the junctions connecting the Great Northern Railway, had to be carried over them by means of iron-sewers, in order to give headway to the tunnel; and a similar course will have again to be adopted, and the local sewers will, moreover, be interfered with, and have to be dealt with as previously, on the construction of the Metropolitan Railway.

The levels of the roads will not be altered.

22.—THE METROPOLITAN AND ST. JOHN'S WOOD RAILWAY.

Metropolitan and
St. John's Wood
Railway.

THIS will be an underground railway from the Metropolitan, at Baker-street Station, to the Finchley-road Station of the Hampstead Junction Railway, its length being about $2\frac{1}{4}$ miles.

Sewers destroyed.

It will seriously interfere with the sewerage of St. John's-wood, and will destroy the main King's Scholars' Pond Sewer for a length of about 2,000 feet in the Park-road, and the sewer in the Wellington and Finchley-roads for about $1\frac{1}{2}$ miles; it will also destroy the upper portion of the King's Scholars' Pond Sewer, in the Finchley-road, between Belsize-road and Victoria-road, a length of about 700 feet.

The following Table shows in detail the nature of the interference with the several sewers:—

Metropolitan and St. John's Wood Railway—continued.

SEWERS.

NAME of STREET.	Size.		Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of proposed Alteration. 1 in.	REMARKS.
						Lowered.	Raised.		
Opposite Clarence-gate -	5	6 by 5	3	14'0	26'0	Destroyed.			
„ Park-street.									
„ Upper Park-place -	5	6 „	5 3	13'0	25'0	- ditto -	-	-	King's Scholars' Pond Sewer (Old Line).
Opposite Upper Glou-	5	0 „	3 0	13'0	26'0				
cester - place, King's Scholars' Pond Main Sewer.									
South-bank - - -	4	3 „	2 6	12'30	12'3'0	- ditto -		1'70	
North-bank - - -	4	6 „	2 3	10'0	12'8	- ditto -		1'92	
Edge-road - - -	4	0 „	2 6	11'6	14'79	- ditto -	Unaltered.		
Opposite Wellington-pl.	4	6 „	2 6	10'3	20'0	- ditto.			
	4	3 „	2 6						
„ Acacia-road -	5	0 „	2 6	15'0 about	21'0	- ditto.			
„ Marlborough- road.	4	0 „	2 6	17'0	20'0	- ditto.			
„ Churchill-place	3	0 „	2 6	19'0	19'0	- ditto.			
inchley-road - -									
Opposite Belsize-road -	3	9 „	2 6	22'6	21'62	- ditto.			

23.—GREAT NORTHERN RAILWAY—(BARNET BRANCH AND BRIDGE OVER REGENT'S CANAL).

Great Northern
Railway.

THE proposed Barnet Branch is not within the jurisdiction of the Board. It will form a junction with the Great Northern Railway at Barnet Station, and terminate at Chipping Barnet.

Barnet Branch.

It is proposed to construct a short line of railway from the coal and goods' yard of the Great Northern Railway, carrying it over the Regent's Canal by a bridge of two spans, one of 35 feet 6 inches span and 12 feet 6 inches high, and one of 25 feet span, 16.0 high, and it will terminate at the back of the houses on the north-east side of Cambridge-street. The whole length of this line will be on viaduct, and does not appear to affect any public interest.

Regent's Canal
Bridge.

24.—MIDLAND RAILWAY—(NEW LINES AND ADDITIONAL POWERS).

Midland Railway
(New Lines and
Additional
Powers).

FROM the Plan and Bill it does not appear that any new line is contemplated, but simply an alteration of the levels, commencing near the Kentish-town-road, and extending to the Edgware-road, the line running in exactly the same route.

Object.

It is proposed to purchase additional lands at the back of Francis-terrace, "and the site of an open sewer called the Fleet River." This is a portion of the Fleet, now but little used, next to Carker's-lane; nearly the whole of the sewage has been intercepted by the Northern High Level Sewer; the drainage, however, of Mortimer-terrace and Pleasant-row still finds its way to this point. The inhabitants of Kentish-town have long complained of the want of drainage, and if this open portion is to be cut off by the Railway Company's works, they should be compelled to carry the sewer along the Kentish Town-road, and intercept the drainage coming from Mortimer-terrace before the old line is abandoned. The local sewers in this neighbourhood will also be interfered with by the railway works.

Site of Fleet Sewer
to be taken.

Midland Railway
(New Lines and
additional Powers).

Open sewer
destroyed.

Midland Railway
(St. Pancras
Branch.)

Object.

Route.

St. Pancras
Burial Ground
interfered with.

Sewers interfered
with.

The open sewer, crossing the Finchley-road, which takes the drainage of a great part of Hampstead, and passing down Frogual, will also be destroyed, and will require extensive works to enable it to be passed under the railway.

25.—MIDLAND RAILWAY—(ST. PANCRAS BRANCH).

This branch is intended to join the Midland with the Metropolitan Railway. It would commence by a junction with the authorised line of the Midland Extension, at Camden Mews, South, and pass in a southerly direction, under the North London Railway, near Wrotham-square, to the west side of Winchester-street, under the Regent's Canal, Upper Cambridge-street, the old St. Pancras-road, and through the St. Pancras burial ground, in an open cutting, for a length of about 400 feet, the rails being about 27 feet below the surface. The attention of Parliament should be especially drawn to this fact, as a large number of the graves must be cut up and destroyed. At Watford-street the line curves from Perry-street and crosses Brewer-street at Denton-street, joining a branch proposed by the Metropolitan Railway.

This railway would not alter the levels of the existing roads, but being only 14 feet below the Fleet Sewer, there does not appear to be sufficient roadway, and the district sewers would be materially interfered with along the route of this railway.

The following Table shows in detail the nature of the interference with the Sewers:—

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration.	REMARKS.
					Lowered.	Raised.	1 in	
Skinner-place - -	12-inch pipe	feet. 6.0	feet. 26.7	None -	-	Unaltered.		
	ft. in. ft. in.							
Hertford-place - -	3 9 by 2 6	8.6	27.6	- ditto -	-	ditto.		
Weston-street - -	4 6 „ 2 6	12.0	28.8	- ditto -	-	ditto.	-	Invert. of sewer, feet 8 inches abo rails.
Brewer-street - -	3 9 „ 2 6	12.0	31.0	- -	-	ditto.		
Brill-yard Mews -	4 6 „ 3 0	10.6	31.0	- -	-	ditto.		
Perry-street - -	4 0 „ 2 6	10.6	31.6	- -	-	ditto.		
Perry-place - -	4 3 „ 2 6	10.0	31.0	- -	-	ditto.		
Elstree street - -	4 0 „ 2 9	9.6	29.6	- -	-	ditto.		
Old St. Pancras-road -	8 0 „ 8 6	14.0	28.2	Destroyed	-	ditto	-	Fleet Sewer.
		About						
Cambridge-crescent -	No size -	10.0	25.5	- -	-	ditto.		
	ft. in. ft. in.							
Upper Cambridge-street	3 9 „ 2 6	11.0	25.10	- -	-	ditto.		
Salisbury-crescent -	15 inch pipe		28.6	- -	-	ditto.		
Winchester-street -	15-inch pipe	No levels	28.0	- -	-	ditto.		
Oxford-street - -	12-inch pipe	ditto	27.6	- -	-	ditto.		
	ft. in. ft. in.							
Road - - - -	3 0 „ 2 0	ditto	25.0	- -	-	ditto.		
Kingston-street - -	12-inch pipe	ditto	24.10	- -	-	ditto.		
St. Paul's-road - -	- Sewer -	-	19.3	- -	-	ditto.		
St. Augustin's-road -	- Sewer -	-	19.0	- -	-	ditto.		

North London
Railway (Addi-
tional Powers).

Object.

Roseberry-place
closed.

Property taken.

26.—NORTH LONDON RAILWAY—(ADDITIONAL POWERS).

THE object of this Bill appears to be the widening of the North London Railway, and the formation of a new Dock at Poplar. It is proposed to stop up the north end of Roseberry-place, near Kingsland Gate, and to divert it eastward into Dalston-lane, the road to be on an inclination of 1 in 20.

In the City the Company propose to take property within the area, bounded on the west by the railway, and on the east by the back premises belonging to houses on the west side of Baker's Buildings, and from Liverpool-street on the south to Half Moon-street on the north, and to stop up and build over Broad-street Buildings, northward of Liverpool-street. They also propose to purchase property on the east side of Kingsland Road at the corner of Old-street Road, on the

the south side of Cumberland-street, and at the north end of King's Head-square ; to permanently stop up the site of Grange-road east of Bloomfield-street north, for a length of about 100 feet, and Market-row from Kingsland-road eastward to Mayfield-street, for a length of about 400 feet.

North London
Railway (Addi-
tional Powers).

Between Kentish Town-road and Camden-street it is proposed to purchase about 50 feet in width, on the south side of the railway, of the triangular piece of land used as a nursery or pleasure ground, and also premises on the east of Camden-street, with the gardens abutting thereon, and also to purchase premises on the east side of Great College-street, and adjoining the Camden-road Station, and on the north side of Prebend-street, adjoining the railway.

Roads closed and
property taken.

The railway from Kentish Town-road to Prebend-street will be on viaduct, and if these properties are to be acquired for widening the line, the arches spanning the roads will be increased in width.

In the parish of Islington the following property abutting on the south side of the railway is to be purchased :—

- Between Roman-road and Barnsbury-grove.
- „ York-place and Weston-road.
- „ Pullen-street and 150 feet eastward.
- „ Upper-street, Islington, and 600 feet westward.
- „ Douglas-road and 400 feet eastward.
- „ King Henry's-walk and King's-road.

The railway passing this property is below the surface, and at Upper-street, Islington, the sewers will be destroyed if the railway is to be widened across that road.

Sewers destroyed.

In the parish of Hackney the property to be acquired lies on the north side of the railway, and between Macintosh-lane and 200 feet westward ; and Wick Lane and 400 feet eastward, the railway being above the surface.

Property taken.

In the parish of Bromley St. Leonard a large piece of land, lying between Back-alley and Devons-road, and on the east side of the railway running from Bow to Poplar, extending about 200 feet eastward of that line, is also to be taken.

At Poplar it is proposed to purchase property, and to construct a new dock northward of, and having an entrance into, the West India Dock Basin.

The cil of the proposed dock will be 20 feet below T. H. W., and the dock 26 feet 6 inches. It will be about 500 feet in length, and of an average width of about 300 feet.

27.—OXFORD STREET AND CITY RAILWAY.

Oxford-street and
City Railway.

THIS is a proposed Pneumatic Underground Railway from the junction of the Edgware-road and Oxford-street, to Victoria-street, City, near the Metropolitan Railway Station.

Pneumatic line.

It would commence at Edgware-road and run along the entire length of Oxford-street, New Oxford-street, and Holborn, to Middle-row ; here it would have a curve crossing Gray's-inn-lane and Brooke-street, running through Greville-street and Charles-street, and terminating in Victoria-street, near the Metropolitan Railway Station.

Route.

It would destroy all the existing main lines (with the exception of the Regent-street Sewer) and the local sewers between Edgware-road and Middle-row, Holborn. From this point the railway would descend at 1 in 52, and would pass under the sewers until it reaches Saffron-hill, and would destroy the sewer in that street.

Sewers destroyed.

The Middle Level Sewer between Edgware-road and Hart-street, Bloomsbury, is considerably below the level of the intended railway.

None of the levels of the streets passed under will be altered.

The following Table shows in detail the nature of the interference with the Sewers :—

Oxford Street and City Railway—continued.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
Oxford-street, up to Regent-circus	5 6 to 5 9 bar.	50·0 to 56·0	16·0 to 19·0	None -	Unaltered	-	-	Middle Level sewer.
Ditto - - -	3 9 by 2 6	14·0	16·0	Destroyed	- - ditto	-	-	Edgware-road sewer.
Oxford-street, from Old Quebec-street to Orchard-street.	4 8 „ 3 2	12·0 to 14·0	20·0	- ditto -	- - ditto	-	-	Sewer, with junctions must be reconstructed.
Ditto, between Orchard-street and Duke-street.	5 4 „ 3 0	18·0	17·0	- ditto -	- - ditto	-	-	Sewer must be reconstructed.
Ditto, between Park-st. and North Audley-street.	5 6 „ 3 1	12·0 to 14·0	19·0 to 20·0	- ditto -	- - ditto	-	-	Ditto.
Ditto - - -	5 8 „ 3 1	11·0	19·0	- ditto -	- - ditto	-	-	Junction between sewer on each side of street will be broken up.
Ditto, North Audley-street	5 6 „ 3 1	14·3	19·0	- ditto -	- - ditto	-	-	Portion of North Audley street sewer which crosses Oxford-street to form a junction with a sewer on opposite side of street will be broken up.
Ditto, from Duke-street to South Molton-lane.	7 3 „ 7 0	20·0	17·0	- ditto -	- - ditto	-	-	Sewer must be reconstructed (King's Scholars' Pond).
Ditto, opposite South Molton-lane.	7 1 „ 7 0	22·6	17·0	- ditto -	- - ditto	-	-	Old course of King's Scholars' Pond sewer crossing Oxford-st.
Ditto, from South Molton-lane to Regent-circus.	5 6 „ 3 0 to 8 9 „ 4 4	16·0 to 19 0	17·0 to 22·0	- ditto -	- - ditto	-	-	Sewer, with junctions must be reconstructed.
Regent-street - -	6 8 „ 6 0	56·0	19·0	None -	- - ditto	-	-	
Oxford-street, from Regent-circus to Tottenham-court-road.	6 0 to 6 3 bar.	56·0	190	- ditto -	- - ditto	-	-	Middle Level sewer.
Ditto, from Regent-street to Wells-street.	6 0 by 4 4 to 5 6 by 3 0	16·0 to 19·0	17·0 to 20·0	Destroyed	- - ditto	-	-	Sewer must be reconstructed. Junction with Poland-street sewer will be broken up.
Ditto, Wells-street -	4 10 „ 3 0	19·0	17·6	- ditto -	- - ditto	-	-	Junction between Wells-street and Bewick-street will be broken up.
Ditto, from Wells-street to Newman-street	7 10 „ 4 0 to 5 6 „ 3 0	19·0 to 13·6	17·6	- ditto -	- - ditto	-	-	Sewer, with junction at Berners-street must be reconstructed.
Ditto, Newman-street	4 6 „ 3 0	16·6	17·6	- ditto -	- - ditto	-	-	Northumberland-street sewer (west branch) Junction between Newman-street and Great Chapel-street will be broken up.
Ditto, from Newman-street to Rathbone-place.	5 6 „ 3 0	12·9 to 16·0	17·6	- ditto -	- - ditto	-	-	Sewer and junction with Dean-street must be reconstructed.
Ditto, from Rathbone-place to Tottenham-court-road.	5 6 „ 3 0	12·6	17·6	- ditto -	- - ditto	-	-	Sewer must be reconstructed. Communication with Crown-street will be broken up.
Ditto, Tottenham-court-road.	5 6 „ 3 0	15·3 ?	17·6	- ditto -	- - ditto	-	-	Northumberland-street sewer (east branch) communication between Tottenham-court-road and High-street will be broken up and a short 2 ft. 6 in. by 2 ft. 6 in. junction between this sewer and the one in Crown-street.

Oxford Street and City Railway—Sewers—*continued.*

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in	REMARKS.
					Lowered.	Raised.		
New Oxford-street, from Tottenham-court-road to Hart-street.	ft. in. ft. in. 6 3 to 6 6 bar.	feet. 53·0	feet. 17·6	None -	-	Unaltered -	-	Middle Level sewer.
Ditto, to Newton-street, High Holborn.	5 6 by 3 0	15·0 to 19·0	17·6 to 20·0	Destroyed	-	ditto -	-	Essex-street sewer (east branch) must be reconstructed. Communication with Newton-street will be broken up.
Ditto, Bloomsbury-street	5 0 „ 3 6	25·6	19·0	- ditto -	-	ditto -	-	Savoy-street sewer— crown of arch close under rails.
Ditto, Duke-street	- 3 9 „ 2 6	18·0	12·0	- ditto -	-	ditto -	-	Junction with Essex- street sewer to be re- constructed.
Ditto, Museum-street	- 5 6 „ 3 0	17·6	19·6	- ditto -	-	ditto -	-	Essex-street sewer(west branch), junction with east branch to be re- constructed.
Ditto, Hyde-street	- 5 0 „ 2 6	17·6	20·0	- ditto -	-	ditto -	-	Junction with Essex- street Sewer will be broken up.
High Holborn	- - 4 3 „ 3 1 to	11 to 18	20 to 27	- ditto -	-	ditto -	-	Sewer with junctions must be reconstructed
Ditto, Little Queen-street	5 5 „ 3 3 3 6 by 2 0	13·0	21·0	- ditto -	-	ditto -	-	Communication with Holborn Sewer will be broken up.
Ditto - - -	- 3 2 „ 2 0	14·0	22·0	- ditto -	-	ditto -	-	Short sewer between Great-turnstile and Chancery-lane must be reconstructed.
Ditto, Chancery Lane	- 4 6 „ 2 6	15·0	27·0	- ditto -	-	ditto -	-	Communication with Holborn Sewer will be broken up.
Gray's Inn-lane	- - 4 6 „ 2 6	11·6	24·0	- ditto -	-	ditto -	-	Sewer broken through at crossing of railway, but may be recon- structed over arch of tunnel.
Brooke-street	- - 2 9 „ 2 3	12·0	30·0	- ditto -	-	ditto -	-	Sewer broken through at crossing of railway, but may be recon- structed over tunnel.
Greville-street	- - 2 9 „ 2 0	12 to 14	30 to 35	- ditto -	-	ditto -	-	Sewer must be recon- structed.
Leather-lane	- - 4 6 „ 2 6	14·0	35·0	- ditto -	-	ditto -	-	Ditto at crossing of railway.
Charles-street	- - 2 4 „ 2 2 to	12 to 17	35·0	- ditto -	-	ditto -	-	Ditto - - ditto.
Charles-street	4 9 „ 2 6 5 0 by 3 0	13·0	35·0	- ditto -	-	ditto -	-	Sewer and junction with Hatton-garden Sewer must be recon- structed.
Ditto from Kirby-street to Great Saffron-hill	6 6 „ 2 6	14·6 to 16·0	35 to 20	- ditto -	-	ditto -	-	Sewer with junctions must be reconstructed.
Great Saffron-hill	- - 4 6 „ 2 6	16·0	20·0	- ditto -	-	ditto -	-	Junction with Charles- street Sewer must be reconstructed.

Victoria Station
and Thames
Embankment
Railway.

28.—VICTORIA STATION AND THAMES EMBANKMENT RAILWAY.

Pneumatic line.

Route.

Sewers destroyed.

Thames
Embankment.

Low Level Sewer.

THIS will be a pneumatic railway from Victoria Station under and along Victoria-street and the Thames Embankment to Blackfriars-bridge.

The proposed line will commence at the Victoria Station, and will run along Victoria-street and Broad Sanctuary, and under the Thames Embankment, passing parallel with, and a short distance from, the embankment wall, and terminating at Chatham-place, Blackfriars-bridge. The entire length of the sewer in Wilton-road, the outlet of the sewer draining a large area of Belgravia, the King's Scholars' Pond sewer, the entire length of the Victoria-street sewer to Parliament-street, besides many of the local sewers, would all be completely destroyed.

The railway, on its entering the embankment, will be about 4 feet above the invert of the Low Level Sewer, and about 7 feet above its invert at Temple-gardens. From Temple-gardens the railway will descend by a gradient of 1 in 50 to the level of the sewer. The railway will then rise at an inclination of 1 in 50 to within 100 feet of its termination. The sudden dip from Temple-gardens would bring the railway on a level with the sewer, which, when running full bore, the sewage would be about 9 feet above the level of the rails, and might cause very serious damage.

The following Table shows in detail the nature of the interference with the several Sewers :—

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
RAILWAY NO. 1.								
Wilton-road - - -	5 6 by 3 0	8.2	15.6	Destroyed	-	Unaltered.		
Ditto - - -	5 0 „ 3 0	8.6	15.6	- ditto -	-	ditto.		
Vauxhall-bridge-road -	5 6 „ 3 0	9.0	15.6	- ditto -	-	ditto.		
Ditto - - -	2 6 bar. -	9 to 11	15.6	- ditto -	-	ditto.		
Victoria-street - -	11 2 „ 11 10	12.6	15.6	- ditto -	-	ditto	-	King's Scholars' Pond Sewer.
Ditto - - -	5 0 „ 3 0	14.3	15.6	- ditto -	-	ditto	-	Victoria-street Sewer broken up.
Parliament-square -	4 6 „ 2 2	7.9	16.0	- ditto -	-	ditto.		
St. Margaret-street -	5 9 „ 3 0	13.0	16.0	- ditto -	-	ditto.		
Bridge-street - -	6 2 „ 4 0	22.2	23.1	- ditto -	-	ditto.		
RAILWAY NO. 2.								
Embankment - - -	4 0 „ 2 8	19.6	15.0	Part de- stroyed	-	ditto	-	Surface—level of in- tended embankment roadway — Inter- cepting sewer, crown cut through.
Ditto - - -	2ft. 6in. pipes	25.3	15.0	- ditto -	-	ditto	-	Storm outlet—Regent- street Sewer.
Ditto - - -	3 feet pipes	22.0	15.0	None -	-	ditto	-	Outlet of Victoria and Regent-street Sewers.
Ditto - - -	ft. in. ft. in. 6 3 by 5 0	22.6	15.0	- - -	-	ditto	-	Northumberland-street outlet — crown of sewer cut through.
Ditto - - -	5 6 „ 3 6	22.6	15.0	None -	-	ditto	-	Savoy-street outlet.
Ditto - - -	5 0 „ 3 6	22.9	15.0	- ditto -	-	ditto	-	Norfolk-street outlet.
Ditto - - -	5 6 „ 3 6	22.9	15.0	- ditto -	-	ditto	-	Essex-street outlet. The Low Level Sewer and subway will be interfered with near Blackfriars - bridge where the new street commences.

28A.—CHARING CROSS RAILWAY.—(ADDITIONAL LANDS).

Charing-cross
Railway (Addi-
tional Lands).

It is proposed by the above Company to stop up and discontinue as a public place part of Scott's-yard, and to purchase land in or adjoining thereto, and also lands on the western side of and adjoining to Dowgate-hill, and on the southern side of and adjoining to College-street, and to appropriate and use for the purposes of their undertaking the lands required by them under the authority of the proposed Act.

ON THE NORTH SIDE OF THE THAMES—continued.

EASTERN.

29.—GREAT EASTERN RAILWAY JUNCTIONS.

Great Eastern
Railway Junc-
tions.

THE only junction that will be within the metropolitan area is No. 8. It will commence at Carlisle-street, Bethnal-green, running by a curve by the south side of the Great Eastern Railway, and on a level, and with a gradient of 1 in 50, descending to the level of a piece of land between the Jews' Burial-ground and Selby-street East, the length being about a quarter of a mile.

Line No. 8.

30.—LONDON AND BLACKWALL RAILWAY EXTENSIONS.

London and Black-
wall Railway
Extensions.

THIS Bill proposes the enlargement of the Fenchurch-street and Stepney Stations of the present railway, and a new branch into the Isle of Dogs. It is also proposed to form a Junction with the Blackwall Extension Railway near Rhodeswell-road, and the Blackwall Railway at Island-row. The whole length of these two works will be on viaduct, and the levels of the roads unaltered.

Object.

The Isle-of-Dogs Branch would pass from the Limehouse Station, over the entrance of Limehouse Basin to the West India Docks by an opening bridge, and over the entrance to the South Docks by a similar bridge, passing round the west and south sides of the Isle of Dogs, and terminating at Manchester-road, near Glengall-road. It would have two branch lines—one to the River Thames opposite Greenwich Hospital, and the other to the Thames at the Admiralty Yard, adjoining Messrs. Samuda's shipbuilding yard. Another Bill, called the Millwall Canal and Graving Docks, proposes to use the site intended for a portion of this Railway.

Isle of Dogs Line.

The branch continuing the Blackwall Railway round the Isle of Dogs will be on viaduct for 1,890 yards—viz., from Limehouse Station to Glengall-road—and will pass over the streets by bridges (the particulars of which are given in the annexed Table), and over the two entrances to the West India Docks by opening bridges. From Glengall-road the railway will be nearly on the level of the surface, and pass over the open watercourses or sewers in the Isle of Dogs. East Ferry-road is to be crossed on the level, and Manchester-road is to be lowered 1 ft. 6 in. at a gradient of 1 in 30 (the railway passing over it by a bridge of 60 feet span and 15 feet high), and it is also crossed on a level by the junction into the Admiralty Yard.

Blackwall
Extension Line.

Sewers and roads
interfered with.

The following Tables show in detail the nature of the interference with the several streets:—

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
							1 in.
LINE No. 1.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
Gun-lane - - -	40 0	same	40 0	15 0	18 6	Unaltered.	
Spread Eagle-street - - -	31 0	"	30 0	15 0	19 6	ditto.	
South-street - - -	22 0	"	- -	- -	21 6	A portion to be stopped up.	
Limehouse Causeway - - -	20 0	"	30 0	16 0	22 6	Unaltered.	
Phœbe-street - - -	31 0	"	30 0	15 6	19 6	ditto.	
Park-street - - -	40 0	"	35 0	15 0	19 0	ditto.	

London and Blackwall Railway Extensions—Streets—continued.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.		Alteration of Level of Roads.	Inclination of Proposed Alteration.		
										1 in.		
LINE No. 1—continued.												
Garford-street - - -	26	0	same	30	0	16	0	21	0	Unaltered. ditto. ditto. ditto. ditto.	Crosses on level.	
Montague-place - - -	-	-	"	30	0	15	0	19	0			
Robert-street - - -	27	0	"	30	0	16	0	24	6			
Alfred-street - - -	30	0	"	30	0	16	0	22	6			
East Ferry-road - - -	60	0	"	30	0	-	-	Level				
LINE No. 2.												
Manchester-road - - -	60	0	same	60	0	15	0	15	3	To be lowered 1.6 To be stopped up.	1 in 30.	
Road - - -	33	0	"	-	-	-	-	4	0			
LINE No. 3.												
Manchester-road - - -	60	0	60	0	-	-	-	Level	-	-	Level crossing.	
LINE No. 4.												
Rhodeswell-road - - -	28	0	same	30	0	20	0	27	8	Unaltered. ditto. ditto. ditto. ditto. ditto. ditto. ditto. ditto.		
John-street - - -	30	0	"	30	0	15	0	29	10			
Regent-court - - -	16	0	"	30	0	15	0	20	10			
Parnham-street - - -	30	0	"	30	0	15	0	19	6			
Salmon-lane - - -	26	0	"	30	0	25	0	31	0			
Commercial-road East - - -	70	0	95	0	70	0	16	0	18			0
Rose-lane - - -	23	0	same	25	0	15	0	70	0			
Mill-place - - -	24	0	30	0	30	0	14	6	16			6
Additional Lands, Fen- church street:												
London-street - - -	46	0	same	30	0	13	0	16	6	Unaltered. ditto. ditto. ditto. ditto.	Western end to be stopped up.	
Passage, Crutched Friars -	13	0	"	15	0	18	0	28	0			
Crutched Friars - - -	38	0	"	35	0	22	0	28	0			
Savage Gardens - - -	20	0	"	20	0	15	0	27	0			
Cooper's-road - - -	35	0	"	30	0	20	0	26	3			
Additional Lands and Houses, at Stepney:												
Regent-street - - -	40	0	same	43	0	16	0	18	0	Unaltered. ditto. ditto. ditto. ditto. ditto.		
Rose-lane - - -	30	0	"	30	0	15	3	17	9			
White Horse-street - - -	30	0	"	30	0	17	8	20	3			
George-street - - -	20	0	"	20	0	16	8	18	9			
Cross-street - - -	20	0	"	15	0	12	0	18	0			
Caroline-street - - -	30	0	"	30	0	18	0	20	6			

Metropolitan
Railway—Extension to Trinity-square.

Object.

Route.

31.—METROPOLITAN RAILWAY—EXTENSION TO TRINITY-SQUARE, TOWER HILL.

THIS will be a continuation of the Metropolitan Railway from Finsbury Circus to Tower Hill, and it will form a portion of the Inner Circle Railway. It will commence at Little Moorfields, by a junction with the Metropolitan Railway, Finsbury Extension, passing under Finsbury Pavement, Finsbury Circus, along East-street (on one side of which is Finsbury Chapel, and on the other St. Mary's Roman Catholic Church), under Blomfield-street, New Broad-street, Bishops-gate-street Without, Devonshire-street and square, Meetinghouse Yard, Aldgate High-street, and the Minories, terminating under the London and Blackwall Railway at America-square, the level of the rails being 38 feet below those of that line. This line will be continued by the proposed Metropolitan District Railway, Inner Circle, and carried through the lower parts of the City, and under the embankment through Belgravia to Brompton; there it will join the Outer Circle proposed in the same scheme.

The

The whole length of this Railway, which will be nearly a mile long, will be below the surface, and will seriously interfere with the sewerage of the district through which it will pass.

Metropolitan Rail-
way. Extension
to Trinity-square,
Tower Hill.

The following Table shows in detail the nature of the interference with the several sewers:—

Sewers interfered
with.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration 1 in.	REMARKS.
					Lowered.	Raised.		
	ft. in. ft. in.	feet.	feet.					
Finsbury Pavement -	7 6 by 5 6	26'9	18'77	- -	- -	- -	- -	The rails will be nearly on Crown of Sewer
Blomfield-street -	- -	- -	22'32	Destroyed				
New Broad-street -	6 0 by 3 8	18'0	26'33	ditto				
Bishopsgate-street With- out.	5 0 „ 2 6	18'6	31'67	ditto				
Aldgate High-street -	5 6 „ 3 6	20'0	34'87	ditto				
Minories -	4 6 „ 2 9	22'61	21'17	—				
America-square -	- -	- -	19'71	—				

32.—NORTH LONDON RAILWAY—(TOTTENHAM BRANCH).

North London
Railway (Totten-
ham Branch.

THE proposed Railway would commence by a junction with the North London Railway, and also by a junction with the City Branch of that Railway at Kingsland, connecting the Tottenham and Hampstead Junction Railway, near the Seven Sisters Road, and having a terminus at Tottenham High Cross.

Object.

The rails are to be for the first half-mile nearly on a level with the existing roads and streets, causing considerable interference with them, and rendering necessary the stoppage of most of them. Amherst-road and Downs Park-road are to be raised seven feet, at an inclination of 1 in 20. The Northern High Level Main Sewer will be cut into below the soffit of the arch, and the Local Sewers destroyed.

Roads interfered
with.

Northern High
Level and other
Sewers interfered
with.

Section 10 in the Bill is a Special Saving Clause protecting the works of the Board, and which will have to be fully carried out to prevent any interference with the Northern High Level Sewer.

The following Tables show in detail the nature of the interference with the several streets and sewers:—

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.		Headway of Bridge.	Level of Rails above Surface.		Alteration of Level of Roads.	Inclination of Proposed Alteration 1 in.
	ft.	in.	ft.	in.	ft.	in.	ft.	in.		
Hartwell-street -	20	0	-	-	-	-	-	-	To be stopped up.	
Tyssen-street -	20	0	-	-	-	-	-	-	ditto.	
Bath-row -	20	0	-	-	-	-	-	-	ditto.	
Charles-street -	52	0	72	0	-	-	-	-	ditto.	
Ridley-road -	40	0	56	0	-	-	-	-	ditto.	
Norfolk-road -	40	0	-	-	-	-	-	-	ditto.	
Love-lane -	30	0	-	-	-	-	-	-	ditto.	

North London Railway, Tottenham Branch—continued.

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
Amherst-road - -	ft. in. ft. in. 9 0 bar. -	feet. 18.0	feet. 10.0	- Destroyed -	-	-	-	Northern High Level Sewer; crown of Sewer destroyed.
Downs-road - - -	3 0 by 2 0	- -	17.0	- -	7.20	—	—	
Downs Park-road - -	Open Hackney Brook Sewer.	- -	- -	- Unaltered.	—	—	—	
London-road - - -	- ditto -	—	—	—	—	—	—	
Brickfields - - -	Branch of ditto	—	—	—	—	—	—	

33.--WALTHAMSTOW, CLAPTON, AND CITY RAILWAY.

Walthamstow, Clapton, and City Railway.
Route. ———

THIS Railway will commence by a junction with the City Branch of the North London Railway, near Dalston-lane, passing under the North London Railway, Downs-lane, Amherst-road near its junction with Shacklewell-road, Downs-road, crossing Upper Clapton-road, northward of World's End and the River Lea, through Leyton Marsh, over the East London Waterworks Canal and the Great Eastern Railway, crossing Low Hall-lane, Church-street, Walthamstow, and terminating at the junction of Marsh-street and Hoe-street, Walthamstow.

Line No. 2 out of Board's jurisdiction.
Railway No. 2 will be a continuation of Railway No. 1, running in a north-easterly direction to Woodford. This line will be entirely beyond the jurisdiction of the Board.

Line No. 1.
High Level and other Sewers interfered with.

Railway No. 1 will be within the jurisdiction of the Board for about two miles from its commencement. It will be below the surface for nearly the whole of that distance. It will descend from the junction under the North London Railway by a gradient of 1 in 64; it will then rise at 1 in 80, and will again descend at 1 in 100. The Northern High Level Sewer, which is 9 feet in diameter, will be crossed at Amherst-road, and the crown of the sewer severed about 6 inches below the soffit, and the Dalston-lane and Down's-road Sewers will be seriously interfered with.

The following Table shows in detail the nature of the interference with the several sewers :—

SEWERS.

NAME of STREET.	Size.	Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
					Lowered.	Raised.		
LINE No. 1.	ft. in. ft. in.	feet.	feet.					
Dalston Lane - -	3 9 × 2 6	9.6	18.0	Destroyed	-	Unaltered.		
Road to and near Shacklewell Green.	Drain or small sewer.	5.0	20.9	- ditto -	-	ditto.		
Amherst Road - -	9 0 bar. -	27.0	18.6	- ditto -	-	ditto	-	Northern High Level Sewer; crown of sewer destroyed.
Upper Clapton Road -	4 6 × 2 6	10.6	17.0	- ditto -	-	ditto.		

33A.—PNEUMATIC DESPATCH COMPANY.

Pneumatic Despatch Company.

THIS Bill seeks to acquire property, and an extension of time for 10 years hence. The plans deposited show property that will be required in order to make the necessary curves with the iron tubes to be laid in the public thoroughfares.

Object.

The Company have acquired power to lay down tubes and to break any street, by their Act of 1859, for the term of five years. This has now nearly expired, and they seek to extend the time for 10 years longer. Such general powers applying to all streets appear to be most dangerous, and might seriously obstruct other metropolitan improvements, such as underground railways, subways, sewers, &c. This Bill should be opposed by the Board.

Streets interfered with.

The operations of the Company are now being carried on in Tottenham Court-road, by laying down tubes, nearly five feet in diameter, within a short distance of the main line of sewer, and without any notice to this Board.

At present no interference has taken place with the Tottenham Court-road Sewer; but tubes of such dimensions will make it very difficult to get to the sewers for the purpose of forming junctions and making repairs without doing damage to the tubes, and this might give rise to claims for compensations of a heavy nature.

Sewer inaccessible

ON THE SOUTH SIDE OF THE THAMES.

34.—BROMLEY RAILWAY.

Bromley Railway.

THE proposed Railway will commence by a junction with the South Eastern Railway (Tunbridge Line), at the crossing of the latter line at Burnt Ash-lane, running in a southerly direction, passing on the east of Plaistow, and terminating at Bromley; in length about $1\frac{1}{4}$ mile. The first eighth of a mile only is within the jurisdiction of the Board. Two roads beyond their jurisdiction will be interfered with: the first is to be lowered 3 feet 8 inches, and the other raised 3 feet, both at an inclination of 1 in 20.

Route.

Roads interfered with.

35.—BECKENHAM, LEWES, AND BRIGHTON RAILWAY.

Beckenham, Lewes, and Brighton Railway.

THE proposed Railway will commence by a junction with the London, Chatham, and Dover Railway, at Green Lanes, Beckenham, running in a southerly direction, passing over Kent House-lane, Beckenham-road, the London, Chatham, and Dover Railway, Beck's-lane, and the Addiscombe branch of the Mid-Kent Railway, and terminate in the parish of East Grinstead.

Out of Board's jurisdiction.

The whole of the works will be beyond the jurisdiction of the Board.

36.—CRYSTAL PALACE AND SOUTH LONDON JUNCTION RAILWAY.

Crystal Palace and South London Junction Railway.

THE proposed Railway will form a junction with the South London Railway, near the Camberwell Cemetery, in the Forest Hill-road, and will run by the side of it nearly the whole distance, in a north-easterly direction, connecting the authorised line of the London, Chatham, and Dover Railway (Greenwich Line, 1863), by a curved junction at its crossing of the London, Brighton, and South Coast Railway, near Brockley-lane.

Route.

The whole length of this, which is only $1\frac{1}{4}$ mile, will be through fields, and will not affect any sewers.

37.—CRYSTAL PALACE NEW RAILWAYS.

Crystal Palace New Railways.

RAILWAY No. 1 will commence by a junction with the London, Chatham, and Dover Railway Metropolitan Extension at Wandsworth Station, and run in a southerly direction, crossing under Larkhall-lane 12 feet 6 inches below the surface;

Line No. 1. Route. Larkhall-lane raised.

Crystal Palace
New Railways.

Lines No. 3 and 5.
Route.

Acre-lane raised.

Roads raised.

Wells-lane
lowered.

Sewers interfered
with.

Line No. 2
beyond Board's
jurisdiction.

Junctions Nos. 3, 4,
and 5.

Kingston, Tooting,
and London
Railway.

Object.
Route.

Roads raised or
lowered.

the road to be raised 3 feet 6 inches at an inclination of 1 in 30. The railway will pass on the east side of the Clapham Station, and over High-street, Clapham, and Bedford-road, and under the London, Chatham, and Dover Railway, by a viaduct 523 yards in length; the arch of the bridge over the Clapham-road being 70 feet span and 16 feet high, and that over Bedford-road 45 feet span and 16 feet high. Near this point Railways Nos. 3 and 5 will join, and pass under Acre-lane, 10 feet 6 inches below the surface; and the road is to be raised 5 feet 6 inches, at an inclination of 1 in 30; from this point the railway will run nearly parallel with the Brixton-road to its crossing at Upper Streatham. Cornwall-road and Lytham-road are to be passed under, the first being raised 1 foot 6 inches, and the other 1 foot. From Lytham-road the railway will pass through grounds between King's-road, Clapham-park, and Pleasant Retreat, and cross under Atkins-road at the intersection of New Park-road and Streatham-place, the level being unaltered; it will continue through grounds on the east side of New Park-road, crossing over the West End of London and Crystal Palace Railway, and about 400 yards east of the Streatham Station, and continue through fields, and, by a curve, cross over Upper Streatham, near Wells-lane, which is to be lowered 3 feet, at an inclination of 1 in 40, and the railway carried over by a bridge, the arch being 35 feet span and 16 feet high. The railway will continue in nearly a south-easterly course by a tunnel under Leigham Court-road, thence under Knight's-hill and Crown-road to the east end of Beulah Hill-road; it will then proceed in a north-easterly direction, and join the Crystal Palace and South London Railway.

Those portions of the railway running below ground between Acre-lane and Clapham New Park-road will cut off the local drainage in a few places, which must be restored.

Railway No. 2, and its branches, will commence by a junction with the authorised Mid-Kent and Addiscombe Railway at Beckenham-road, and run in a south-westerly direction to Norwood, and thence in a northerly direction, joining Railway No. 1 at Westow-hill. The works proposed will be beyond the jurisdiction of the Board.

The Junctions Nos. 3, 4, and 5 are short lengths proposed to connect Railway No. 1 with the London, Chatham, and Dover Railway near the Brixton Station, between Brixton-road and Bedford-road.

38.—KINGSTON, TOOTING, AND LONDON RAILWAY.

THIS Railway is to go from Kingston into the London, Chatham, and Dover Railway. It will commence by a double junction with the London, Chatham, and Dover Railway—one at Brixton-road, and the other at High-street, Clapham—passing over Acre-lane, Cornwall-road, Lytham-road, Clapham New Park-road, under the West End of London and Crystal Palace Railway, and over the Balham and Croydon Railway, and along and over Tooting-common to Streatham-lane, passing over Church-road, Tooting, and over Merton-lane, which is to be raised 4 feet 10 inches, and crossed on a level. It will then cross over the Wimbledon and Croydon Railway through Merton-common, over the Epsom and Leatherhead Railway, and the Main Line of the South Western Railway, and the Hog's Mill-river, near Middle-mill, Kingston.

The proposed railway will be about $10\frac{1}{2}$ miles long, the first four only being within the jurisdiction of the Board. For nearly the first mile it will be above ground. At the crossing of Cornwall-road it will be 14 feet below the surface, and the road is to be raised 2 feet 6 inches, at an inclination of 1 in 20. Bedford Hill-road is to be lowered 2 feet 6 inches, at 1 in 30, and Streatham-lane 2 feet 10 inches, at 1 in 20. After passing Church-street, Tooting, it will run in the parishes of Merton and Mitcham, and beyond the metropolitan area.

Sewers destroyed.

Two sewers near Lytham-road will be destroyed.

The following Table shows in detail the nature of the interference with the several streets:—

Kingston, Tooting, and London Railway—continued.

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
							1 in.
RAILWAY No. 1.							
St. George's-lane - - -	40 0	- -	25 0	15 0	19 0	Unaltered.	
St. George's-lane - - -	34 0	- -	25 0	15 0	18 0	ditto.	
St. George's-lane, and Dover Railway.	- -	- -	26 0	15 0	18 3	ditto.	
St. George's-lane - - -	50 0	60 0	25 0	15 0	17 0	ditto.	
St. George's-lane - - -	40 0	- -	- -	- -	14 0	Raised 2 ft. 6 in.	1 in 20.
St. George's Hill-road - -	33 0	- -	25 0	15 0	14 6	Lowered 2 ft. 6 in.	1 in 20.
St. George's-lane - - -	35 0	- -	25 0	15 0	21 0	Unaltered.	
St. George's-lane - - -	30 0	- -	25 0	15 0	14 2	Lowered 2 ft. 10 in.	1 in 20.
St. George's-lane, Tooting -	40 0	- -	25 0	16 0	18 0	Unaltered.	
RAILWAY No. 2.							
St. George's-lane, Clapham -	65 0	- -	35 0	16 0	17 6	Unaltered.	
St. George's-lane - - -	60 0	- -	25 0	16 0	21 0	ditto.	
St. George's-lane - - -	50 0	- -	25 0	15 0	17 6	ditto.	

39.—LONDON AND SOUTH WESTERN RAILWAY.—(ADDITIONAL WORKS).

London and South Western Railway, —Additional Works.

Leatherhead Extension.—These works will be beyond the jurisdiction of the Board.

Battersea Junction will commence on the Windsor Line of the South Western Railway at Plough Bridge, and pass over Falcon-lane, joining the West London Railway where it passes under the South Western.

Battersea Junction.

40.—LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

London, Brighton, and South Coast Railway—Junctions, &c.

Junctions at Herne Hill, Peckham, Brixton, &c.

THIS Railway will commence by a junction with the South London Railway, at the bridge crossing Lyndhurst-road, passing under Grove Park-road and Cut-throat-lane, over Dogkennel-lane, Green Lanes, under Dulwich-road, and one foot above Halfmoon-lane. This road is to be diverted at right-angles and turned into the Dulwich-road. The Railway will pass over the London, Chatham, and Dover Railway, and Croxted-lane, forming a junction with the Mitcham and Tooting Railway near Rosendale-road.

Route.

Halfmoon-lane diverted.

The Brixton Junction will commence by a junction with the South London Railway at Poplar-walk, and terminate at Barrington-road; the length will be a quarter of a mile, and on viaduct.

Brixton Junction.

The Peckham Junction will commence by a junction with the South London Line at Victoria-road, passing over the South London Railway, and terminating with a junction with the Peckham Line at the Braid—in length nearly half a mile.

Peckham Junction.

Cow-lane and The Braid are to be diverted, and passed under the railway by a bridge 40 feet span and 14 feet high.

Cow-lane and The Braid diverted.

The Tooting Branch will commence by a junction with the Balham and Croydon Line, on Manor-park, passing over Mitcham-lane (which is to be lowered 3 feet at 1 in 20), under the turnpike-road at the Pig's-marsh Tollgate, raising that road 17 feet at 1 in 40, and terminating at Merton-road—the length being one-and-a-half mile.

Tooting Branch.

An enlargement of the Bricklayers' Arms Station is also proposed, by purchasing the houses on the side of Willow-walk and included in the area between

Bricklayers' Arms Station enlarged.

London, Brighton,
and South Coast
Railway.—Junc-
tions, &c.

Upper Grange-road and Cattle Docks, and from Willow-walk to the Goods' Yard.

The other branches and junctions will not be within the jurisdiction of the Board.

It is not stated in what manner it is intended to deal with the Grove Park-road or Cut-throat-lane: the former will have to be raised, to enable the railway to pass under it, and the latter appears to be of a sufficient depth to enable the rail to pass without altering the level.

The following Table shows in detail the nature of the interference with the several streets:—

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration
							1 in.
London, Brighton, and South Coast Railway:	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
Public road, Dogkennel- lane.	50 0	- -	25 0	15 0	17 9	Unaltered.	
Public road, Croxted-lane -	59 0	- -	25 0	15 0	21 0	ditto.	
Rosendale-road - - -	66 0	—	—	—	—		
Brixton Junction:							
Coldharbour-lane - - -	35 0	- -	50 0	19 0	30 0	ditto.	
Poplar-walk - - - -	33 0	- -	- -	- -	31 0		
Peckham Junction:							
Victoria-road - - - -	30 0	- -	40 0	17 0	20 0		
Rye-lane - - - - -	42 0	- -	40 2	19 0	- -	ditto.	
Cow-lane - - - - -	45 0	- -	- -	- -	36 8	To be diverted.	1 in 65.
Diversion of road - - - }	- -	- -	40 0	15 0	35 6		
Cow-lane and The Braid - }	- -	- -	- -	- -	33 6	To be diverted -	1 in 65.
The Braid - - - - -	20 0	- -	- -	- -			

London, Brighton,
and South Coast
Railways.—New
Lines, &c.

41.—LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

New Lines and Diversion of Roads at Battersea.

Object.

THIS Bill proposes, by the formation of a new line from the Victoria Bridge over the Thames, to give an additional connexion with the London, Chatham, and Dover and the Crystal Palace Railways at Battersea.

Route.

Two lines are proposed:—one commencing at Victoria Bridge, crossing over Battersea Park New-road and Battersea-road and the South Western Railway, the West End of London and Crystal Palace Railway, joining the latter at the bridge which passes the West London Extension under the South Western Railway.

The other, commencing by a junction with the former at the proposed diversion of the Prince of Wales-road, will pass over the Battersea-road, the South Western Railway, the West End of London and Crystal Palace Railway, and the West London Extension, and join the London, Chatham, and Dover Railway at Wandsworth-road. The above lines will run through fields, market-gardens, and land already the property of the Railway Company. The Railway will pass over the open Heathwall Sewer, and the Southern Low Level Sewer in the Battersea-road, but will not interfere with the levels of either.

Line No. 4.

Railway No. 4 will commence by a junction with the West End of London and Crystal Palace Railway, near the Wandsworth New Station, and running in a north-easterly direction pass near the corner of the grounds attached to the Freemasons' Schools, under St. John's-road, Lavender-sweep, Lavender-lane, and parallel with Lavender-hill, crossing the Cedars-road, and the Railway No. 3 across High-street, and by the side of the Roman Catholic Chapel, thence through private property crossing Bedford-road, and terminating by a junction with the London, Chatham, and Dover Railway at Wellington-road.

Railway

Railway No. 3 will join Railway No. 1 at the crossing of the South Western Railway near the proposed diversion of Queen's Road, running in a southerly direction, crossing over the Wandsworth Road at Albert-street, near "The Chase." The railway will be in tunnel for 1,656 yards, and will pass under the road on the north side of Clapham Common, through Clapham Common to the end of the gardens attached to the houses on the south side of the Common; it will then continue by an open cutting, and cross Nightingale Lane, and by a curve cross under Balham Hill and the West End of London and Crystal Palace Railway, and join it at Tooting Common, near Bedford Hill-road.

London, Brighton, and South Coast Railway—New Lines, &c.

Dragmire Lane, which at present passes under the Balham and Croydon Extension Railway, is to be diverted for about a quarter of a mile, from the point where it passes under the bridge carrying the West End of London and Crystal Palace Railway, and is to run alongside of the intended Railway, and the Balham and Croydon Extension Railway, and to cross the same; but in what direction, or whether above or below the rails, is not stated.

Dragmire-lane diverted.

The Queen's Road, near the starting-point of this line, is to be diverted and the railway passed over: here again no information is given as to the span or height of the bridge carrying the railway over the intended diversion.

Queen's-road diverted.

The Heathwall Main Line of Sewer will be passed over by the Railway; the sewer in the road, on the north side of Clapham Common, is on a level with the top of the tunnel of the railway; the sewer at Balham Hill will be cut in two, and the Falcon-brook Sewer, running near the side of Dragmire Lane, will be severed at a few feet above the invert.

Sewers interfered with.

Railway No. 3 is proposed to be in tunnel and crossing Railway No. 4, near "The Chase," at right-angles and on the same level; both could not, therefore, be constructed.

Line No. 3

The following Tables show in detail the nature of the interference with the several sewers and streets:—

SEWERS.

NAME OF STREET.	Size.		Depth of Sewer below Surface.	Depth of Rails below Surface.	Extent of Interference with Sewer.	Alteration of Level of Road.		Inclination of Proposed Alteration. 1 in.	REMARKS.
						Lowered.	Raised.		
LINE No. 4.	ft. in.	ft. in.	ft. in.	ft. in.					
Church-place - -	2	6 by 2	9	5	0	26	6	Destroyed	- Unaltered.
the Pavement - -	3	0	2	9	0	19	6	- ditto -	- - ditto.
Tomells-road - -	2	0	bar.	6	0	18	0	- ditto -	- - ditto.
High-street, Clapham -	4	6 by 3	0	22	0	17	0	Partially destroyed	- - -
									Crosses the Southern High Level Sewer at this point.

STREETS.

NAME of TREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.	
									in.
LINE No. 1.	ft.	in.	ft.	in.	ft.	in.			
nce of Wales Road -	60	0	the same.	60	0	16	0	35 feet.	To be diverted.
tersea-road -	40	0	-	40	0	16	0	22 "	- - -
posed diversion of									The proposed line at this point passes over the southern Low Level Sewer.
Queen's-road -	50	0	-	40	0	15	0	29.0 "	
LINE No. 4.									
son-row - - -	17	0	-	-	-	-	-	Below surface. 8 feet.	To be raised 8 feet.
ford-road - - -	43	0	-	35	0	16	0	Above surface. 18 "	Unaltered.

The proposed line at this point passes over the southern Low Level Sewer.

London, Chatham,
and Dover Rail-
way (No. 2).

Object.

42.—LONDON, CHATHAM, AND DOVER RAILWAY (No. 2.)

THIS Bill provides for several independent schemes, consisting of new lines and deviations at Battersea, additional land at Victoria Station and at the new Southwark-street, and the widening and alteration of existing lines north and south of the Thames.

Line No. 1.
Route.

Railway No. 1 will commence by a junction with the London, Chatham, and Dover Railway near the Wandsworth-road, running in a north-westerly direction past the locomotive stable, smithy, and shops belonging to the London, Chatham, and Dover Railway to a point above the Queen's-road, continuing westward by Railway No. 3, crossing the South Western Railway, and joining the Windsor Line at Falcon-lane, between the South Western Railway and Wandsworth-road, and passing close to the side of and in the same route as the West London Extension Railway.

Line No. 2.

Railway No. 2 will commence by a junction with the London, Brighton, and South Coast Railway at a point where the same is crossed over by the South Western Railway, and running by the side of the Brighton Line it will join Railways Nos. 1 and 3, by which it will be continued to the Windsor Line.

It is also proposed to divert the London and Brighton Railway, between Culvert-road and the Battersea New-road, and the West London Extension Railway between Falcon-lane and Falcon-grove; and also to divert the Prince of Wales Road, by widening the York-road from Millpond Bridge, and connecting it with the Battersea Park-road, near the present entrance of the Prince of Wales Road; to divert the Queen's-road in the line already approved by the Board, and to stop up the road opposite the entrance to Battersea Park, leading to Battersea-road.

It is also proposed to take additional land for enlarging the Victoria Station, between St. George's-road and Belgrave-road.

Line No. 1.
Line No. 2.

Railway No. 1 will pass over the London, Chatham, and Dover Railway in three places. Railway No. 2 will join the Brighton Line, passing under the London, Chatham, and Dover Railway, joining Railway No. 1 and West London Railway, which is proposed to be diverted. Railway No. 3 will be a continuation, passing over the proposed diversion of Queen's-road, under the London, Brighton, and South Coast Railway, rising at an inclination of 1 in 57, joining the London and South Western Railway near Falcon-lane.

Queen's-road
diverted.

The proposed diversion of Queen's-road will be crossed over by Railway No. 3, the London, Brighton, and South Coast Railway, and the West London Extension Railway, which are to be raised 11 feet 9 inches, and carried over by a bridge of 40 feet span and 15 feet high. The existing level-crossing at Graham's-lane is to be abandoned, and the South Western Railway to be passed over by a bridge of 40 feet span and 15 feet high.

Prince of Wales-
road diverted.

The proposed diversion at Prince of Wales-road will be at an inclination of 1 in 345 for the first quarter of a mile from its commencement at Battersea-road—then at an inclination of 1 in 38, to enable the London, Brighton, and South Coast Railway to pass under it. From this point the road will descend by a fall of 1 in 43, to enable the London, Chatham, and Dover Railway to be carried over the road by an arch of 60 feet span and 16 feet high—the rails being 23 feet above the level of the road. The road will then continue, by gradients of 1 in 200 and 1 in 147, to its junction with the Queen's and Prince of Wales Roads.

The whole of the foregoing works and diversions of railways and roads are said to be rendered necessary by the large and increasing nature of the traffic carried by the respective railways to this point.

It does not appear that any sewers will be interfered with, the line being chiefly in fields, and the property already purchased by the Company.

Line No. 7.

Railway No. 7 will commence by a junction with the Mitcham and Tooting Line at Birbeck-terrace, running in a northerly direction, and joining the London, Chatham, and Dover Railway at Herne-hill Station.

Birbeck-road
lowered.

Birbeck-road is to be lowered 6 feet, at an inclination of 1 in 20, and the Railway passed over it by a bridge 60 feet span and 15 feet high.

Railway

Railway No. 8 will run nearly parallel with No. 7, from Birbeck-road, crossing over the London, Chatham, and Dover Railway, Half Moon-lane and Herne-hill, and continuing by the side of the London, Chatham, and Dover Railway, joining the new lines of the London, Brighton, and South Coast Railway, in the Loughborough-road at Cold Harbour-lane. London, Chatham, and Dover Railway (No. 2). Line No. 8.

There will be no interference with the sewers, the line passing chiefly through fields, and the levels of the roads will be unaltered, with the exception of Birbeck-road.

Railway No. 9 will commence by a junction with the authorised London, Chatham, and Dover Railway (Greenwich Line, 1863), near Brockley-lane, passing under Wickham-road, the Lewisham-road, George-street, Francis-street, Evelyn-street, and Tanner's-hill, joining the North Kent Line of the South Eastern Railway, between Tanner's-hill and Florence-road. The levels of these roads will be unaltered. Line No. 9.

The Greenwich District Board have had under consideration a plan for the drainage of their district, and it will, in all probability, be interfered with in the streets named above, by the level at which it is proposed to cut through those streets by the intended railway. Sewers interfered with.

Railways 10 and 11 will be curved junctions, connecting the authorised Greenwich line, at Loampit Vale, with the North Kent Line and the Tunbridge and Dartford lines. The first junction will cross over the Ravensbourne and Sydenham Sewer and the Tunbridge and Dartford Railway, between Loampit Vale and the North Kent Railway. Lines Nos. 10 and 11.

A road on the north side of Loampit-hill, through which both junctions will pass, is to be stopped up. Road closed.

Railway No. 14 will commence by a junction with the Crystal Palace and South London Railway, at Hill-road, opposite the Camberwell Cemetery, running in a north-easterly direction, and joining the London, Chatham, and Dover Railway, where it is crossed by the Brighton line, near Brockley-lane. Line No. 14.

This line is precisely the same as the proposed Crystal Palace and South London Junction Railway, with regard to its length, level, and route.

Railway No. 5 will commence at Barrington-road, Cold Harbour-lane, running by the side of the London, Chatham, and Dover Railway, Metropolitan Extension, past Canterbury-road, and then by a curve pass over the main line of the London, Chatham, and Dover Railway and the Brixton-road, joining the main line near Wellington-road. Line No. 5.

The levels of the roads crossed by the railway are not to be altered, and no interference with the sewers will take place. The Main Effra Sewer in the Brixton-road will be crossed, but the railway will be 32 feet above the level of the road.

No. 6.—This line, 9 chains in length, will connect the London, Brighton, and South Coast Railway, now in the course of construction, at Barrington-road with the Metropolitan Extension of the London, Chatham, and Dover Railway at Canterbury-road; it will be on viaduct, and the levels of the two roads it will pass over will be unaltered. Line No. 6.

The widening of the line will commence at Wandsworth-road and terminate at Shepherd's-lane, being a length of little more than a mile, and there will be no alteration in the levels of the roads passed over.

No. 12 proposes to connect the First Junction Railway of the City section of the Metropolitan Extension of the London, Chatham, and Dover Railway at Skinner-street, Snow-hill, with the Metropolitan Railway. Line No. 12.

No. 13 will form a junction of the London, Chatham, and Dover Railway Extension at Skinner-street, with the Finsbury Extension of the Metropolitan Railway. Line No. 13.

It is also proposed to purchase property between the new street just completed and opened by the Board, and Holland-street, Green-walk, and John-street, and to widen Green-walk, and stop up John-street for station accommodation. Streets closed. Southwark-street property taken.

London, Chatham,
and Dover Rail-
way (No. 2).

Also to acquire additional property between Skinner-street, Snow-hill, and Earl-street, Blackfriars.

The following table shows in detail the nature of the interference of the several streets.

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.	Inclination of Proposed Alteration.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.				1 in.	
LINE No. 7.													
Road near Half-moon-lane, Norwood-lane.	33	0	The same		35	0	15	0	29'0		Unaltered.		
LINE No. 8.													
Herne-hill - - -	50	0	-	-	40	0	15	0	28'3		ditto.		
Half-moon-lane - - -	48	0	-	-	40	0	15	0	32'0		ditto.		
Road south of, and near the London, Chatham, and Dover Railway, Nor- wood-lane.	42	0	-	-	35	0	15	0	31'9		ditto.		
Road - - - - -	50	0	-	-	60	0	15	0	11'0		To be lowered 6'0	1 in 30 and 1 in 60	
LINE No. 10.													
Road, Loampit-hill - -	16	0	-	-	-	-	-	-	-		To be stopped up.		
Ditto - ditto - - -	16	0	-	-	-	-	-	-	-		ditto.		
Ravensbourne: Sewer 6.0 x 4.0 railway will pass over sewer at an altitude of 31 above present surface.													
LINE No. 11.													
Road, Loampit-hill - -	16	0	-	-	-	-	-	-	-		ditto.		
Ditto - ditto - - -	16	0	-	-	-	-	-	-	-		ditto.		
London, Chatham, and Dover Railway.													
(Section No. 2) new lines, and widening at Brixton, &c.													
LINE No. 5.													
Barrington-road - - -	56	0	92	0	50	0	15	0	29'6		Unaltered.		
Gresham-road - - -	46	0	66	0	50	0	15	0	31'0		ditto.		
Canterbury-road - - -	46	0	-	-	50	0	15	0	32'9		ditto.		
Road near Manor Rise -	16	0	The same.		25	0	15	0	32'0		ditto.		
Manor Rise - - - -	52	0	-	-	57	0	16	0	32'0		ditto.		
Park Grove - - - -	25	0	35	0	28	0	15	0	25'9		ditto.		
Shepherd's-lane - - -	46	0	The same.		45	0	15	0	17'6		ditto.		
LINE No. 6.													
Barrington-road - - -	56	0	-	-	60	0	15	0	19'0		ditto.		
Road between Barrington and Canterbury-roads.	-	-	-	-	60	0	15	0	29'6		ditto.		
WIDENING (West-end Section):													
Road near Clapham Sta- tion.	46	0	-	-	45	0	16	0	18'0		ditto.		
Road - ditto - - -	72	0	-	-	72	0	16	0	18'0		ditto.		
Wandsworth-road - - -	39	0	60	0	40	0	16	0	17'6		ditto.		

At this point, the
railway crosses
over the Effra
Sewer, 5ft. 6in.
barrel.

43.—TOOTING, MERTON, AND WIMBLEDON EXTENSION RAILWAY.

Tooting, Merton, and Wimbledon Extension Railway.

Line No. 1.

RAILWAY No. 1 will commence by a junction with the Wimbledon and Croydon Railway at Merton-road, and join the authorised South London, Tooting and Sutton Junction Railway, between Mitcham-lane and Greyhound-lane.

Railway No. 2 will commence by a curved junction, joining the Wimbledon and Croydon Railway, between Wimbledon Station and Kingston-road, passing under Wimbledon-lane and raising it 4 feet 3 inches, under Heydon-lane, raising it 11 feet 3 inches, at an inclination of 1 in 20, and under Merton-road, 3 feet below the surface, raising the road 15 feet 9 inches at 1 in 30 and joining railway No. 1 near this point.

Line No. 2 out of Board's jurisdiction.

The only part of this scheme in the jurisdiction of the Board is that portion of line No. 1, which terminates by a junction with the authorised South London, Tooting and Sutton Junction Railway, which is about a quarter of a mile in length, and passes over a branch of the Wandle Sewer, at about 30 feet above the surface.

44.—WIMBLEDON AND BRIXTON RAILWAY.

Wimbledon and Brixton Railway.

Object.

THIS railway will start from Wimbledon Station and join the London, Chatham, and Dover Railway, at Brixton, thus affording direct communication to Blackfriars-bridge.

Railway No. 1 will commence by a junction with the South Western Railway at Wimbledon Station, crossing under Heydon-road, over High-street, Tooting, near Church-street, then passing partly above and partly below Tooting-common, joining the West London Railway at Bedford Hill-road.

Line No. 1.

Railway No. 2 will commence by a junction with Railway No. 1 at Bedford Hill-road, crossing under the Balham and Croydon and West London and Crystal Palace Railways on Tooting-common, and under Thornton-road, Atkin's-road, at the intersection of South-road, and King's-road, Lytham-road, near the Female Convict Prison, and Cornwall-road. Near this point the Railway will run out of the land, and be above the surface for the remainder of its length, crossing over Acre-lane by a bridge 35 feet span and 16 feet high, and join the London, Chatham, and Dover Railway near the Brixton-road.

Line No. 2.

Railway No. 3 will be a curved junction joining the Wimbledon and Croydon Line at Kingston-road, and connecting it with Railway No. 1.

Line No. 3.

Heydon-lane is to be raised 13 feet at 1 in 20, and Bedford Hill-road 6 feet, at 1 in 20, and several local sewers will be destroyed.

Roads raised and sewers destroyed.

45.—HAMMERSMITH AND WIMBLEDON RAILWAY.

Hammersmith and Wimbledon Railway.

Route.

THE proposed railway commences by a junction with the Hammersmith and City Railway near the Grove, Hammersmith, passing by means of an S curve in a westerly and southerly direction, over several streets, until it reaches the Thames. The Thames will be crossed by a bridge of four spans of 120 feet each, and 20 feet above high-water. The Railway will then pass by the side of the West Middlesex Waterworks Reservoir to Barnes Elms, over Barnes-common, and the Richmond Line, near Dyer's-lane, and over the Upper Richmond-road; it will then pass under the road from Roehampton to Putney, at the south end of Putney Park-road, without altering its level; and thence through the South-common and Wimbledon-common, running in an easterly and southerly direction, joining the South Western Railway at Wimbledon Station and the Wimbledon and Croydon Railway near the same point.

The portions of this intended railway within the jurisdiction of the Board, would be in the Hammersmith and Wandsworth districts, for a distance of about three miles.

The proposed headway and spans of the bridges are given in the list appended.

Hammersmith and Wimbledon Railway—continued.

STREETS.

NAME of STREET OR ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alteration.	
													1 in.	
LINE No. 1.														
Grove-road - - -	50	0	74	0	25	0	16	0	18'0	Unaltered.				
Bradmore-lane - - -	52	0	-	-	25	0	16	0	19'3	ditto.				
Cambridge-road - - -	26	0	40	0	25	0	16	0	19'6	ditto.				
Albion-road - - -	36	0	-	-	25	0	16	0	19'9	ditto.				
King-street - - -	100	0	-	-	35	0	16	0	18'3	ditto.				
LINE No. 5.														
New-road - - -	60	0	90	0	36	0	16	0	18'4	Unaltered.				
Wood-lane - - -	66	0	-	-	30	0	17	0	18'6	ditto.				
Latimer-road - - -	46	0	72	0	25	0	16	0	19'9	ditto.				
Bromley-road - - -	50	0	60	0	25	0	16	0	18'2	ditto.				
Silchester-road - - -	45	0	70	0	25	0	18	0	22'8	ditto.				
Walmer-road - - -	50	0	-	-	29	0	20	0	25'3	ditto.				
Ladbroke-road - - -	60	0	-	-	90	0	16	0	18'3	ditto.				
Lower Richmond-road - - -	45	0	-	-	25	0	16	0	16'3	1'6				
Upper Richmond-road - - -	86	0	-	-	35	0	16	0	19'6	Unaltered.		300 and 30		

46.—KEW, TURNHAM GREEN, AND HAMMERSMITH RAILWAY.

Kew, Turnham-green, and Hammersmith Railway.

Route.

Great Western and other roads diverted.

Brook-green sewer destroyed.

Starch-green-road lowered.

THE proposed railway will commence at Kew Bridge by the side of the Loop Line of the South Western Railway, and will cross the Great Western-road at Turnham-green, passing over the Hammersmith Branch of the North and South Western Junction Railway, joining the Hammersmith and City Junction Railway at Shepherd's Bush, and, by a branch passing under the latter, will join the West London Railway near the Hammersmith-road. It is proposed to divert the road on Turnham-green (the Great Western-road), and to lessen its width nearly one-half, namely, from 90 to 50 feet, besides which the railway will alter a straight road, and cause it to have a curve; and it is moreover intended to raise the level of this road 7 feet, at an inclination of 1 in 30, the present inclination being 1 in 396. It will also interfere with other roads along its route, in three cases at an inclination of 1 in 20. The Brook-green Sewer in Shepherd's Bush-lane will be destroyed. The Stamford Brook open Sewer will be passed over, as will also be the Main Line in Starch-green. At this point it is intended to lower the road 4 feet. This will leave but about one foot from the top of the sewer to the surface of the proposed roadway, which is not sufficient for the formation of the road, or the depth which is necessary for the proper protection of the sewer.

The following Table shows in detail the nature of the interference with the several streets :

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.		Width between Houses.		Span of Proposed Bridge.		Headway of Bridge.		Level of Rails above Surface.		Alteration of Level of Roads.		Inclination of Proposed Alteration	
													1 in.	
LINE No. 1.														
Starch-green - - -	50	0	-	-	25	0	15	0	18·0	To be lowered 4 0	1 in 20.			
LINE No. 3.														
New-road, Brook-green -	56	0	75	0	-	-	-	-	Below present surface 10·0	To be raised 6·0	1 in 30.			
Shepherd's Bush-lane -	100	0	-	-	-	-	-	-	9·0	To be raised 7·0	1 in 30.			

47.—LONDON AND SOUTH WESTERN, KENSINGTON, HAMMERSMITH AND RICHMOND RAILWAY.

London and South Western, Kensington, Hammersmith, and Richmond Railway.

LINE No. 1 will commence by a junction with the West London Railway at Kensington Station, running in a westerly direction, and ending at Shepherd's Bush-lane. No. 2 will continue it by a curve of one furlong radius to the east side of the grove, then running in a southerly direction, the railway will cross the grove at Dartmouth-road, where by another curve the railway will run in a westerly direction between the houses on the south side of Bradmore-lane, and those on the north side of the Great Western-road, which it will cross near the "John Bull" Inn. Thence it will take a southerly route, passing over the Thames at Strand-on-the-Green, it will then continue near to Sandy-lane, crossing near the Mortlake and Richmond-roads, and join the South Western Railway at Richmond Station.

Line No. 1.
Line No. 2.
Route.

Railways No. 4, are intended curve lines, connecting No. 1 Railway with the Hammersmith branch, and continuing it on to Railway No. 3.

Lines No. 4.

No. 5 will be a junction connecting the North and South Western Junction Railway with Railway No. 3, where it will cross the Great Western-road.

Line No. 5.
Line No. 3.

It is also proposed to alter the Hammersmith and City Railway by continuing it to the Broadway, Hammersmith, and raising the level of its rails.

A short length of the proposed railway only will be within the jurisdiction of the Board, viz., that portion in the Hammersmith district. The first line, not half-a-mile long, will pass under Shepherd's Bush-lane at a depth of about 5 feet 3 inches, and it is proposed to raise this road 10 feet 9 inches, at an inclination of 1 in 30 for about 600 feet. At this point the Brook-green Main Sewer will be crossed by the railway, the rails being about 9 inches below its invert, thus destroying the sewer. It will then pass under the Hammersmith and City Railway, and rise at an inclination of 1 in 100, passing over the Grove by a bridge of 45 feet span and 16 feet high. The line for the next $1\frac{1}{4}$ miles will be about 17 feet above the surface, and then descend at an inclination of 1 in 125, passing under Acton-lane at its junction with Bollow Bridge-lane, 8 feet below the surface; these lanes are to be raised 8'0, at an inclination of 1 in 20. The Great Western-road will be passed under at a depth of 18 feet, the level remaining unaltered. From this point the railway will rise at an inclination of 1 in 127, and pass over the London and South Western Railway and Back-lane, which will be lowered 5 feet, and passed over by a bridge of 25 feet span and 15 feet high. The Thames will be crossed by a bridge of five openings, each of 100 feet span, and of about 20 feet above ordinary high water. The main road from Kew to Mortlake will be passed over at about 14 feet 6 inches above its present level, and will be lowered 2 feet 6 inches at an inclination of 1 in 20. This road appears to be already about 5 feet below the land on either side of it, and the alteration will, therefore, make it 7 feet 6 inches below the general surface. The railway will cross the Mortlake and Richmond-roads and Sandy-lane on a level, and the roads are proposed to be raised 18 feet at an inclination of 1 in 20 each for about 600 feet. The roads pass nearly at right angles, and the intended alteration is not satisfactory.

Shepherd's Bush-lane raised.

Acton and Bollow Bridge-lanes raised.

Back-lane lowered.

Kew-road lowered.

Mortlake and Richmond-roads raised.

The following Table shows in detail the nature of the interference with the several streets:—

STREETS.

NAME of STREET or ROAD.	Width of Street or Road in the Public Way.	Width between Houses.	Span of Proposed Bridge.	Headway of Bridge.	Level of Rails above Surface.	Alteration of Level of Roads.	Inclination of Proposed Alteration.
							1 in.
LINE No. 3.	ft. in.	ft. in.	ft. in.	ft. in.	feet.		
Kew-road	60 0	65 0	40 0	16 0	18'0	Unaltered.	
Road	39 0	-	40 0	16 0	18'4	ditto.	
Ditto	39 0	-	25 0	15 0	17'4	ditto.	
Ditto	40 0	74 0	40 0	15 0	17'4	ditto.	
Albion-road	40 0	60 0	35 0	16 0	18'0	ditto.	
Road	12 0	-	25 0	12 0	14'0	ditto.	
Road	26 0	35 0	30 0	15 0	17'0	ditto.	
Dartmouth-road	46 0	85 0	40 0	16 0	18'0	ditto.	
The Grove	52 0	59 0	45 0	16 0	17'6	ditto.	
Road	66 0	-	25 0	15 0	18'0	ditto.	

GROUP No. V.

PROPOSED METROPOLITAN IMPROVEMENTS (other than RAILWAYS).

NEW STREETS.

48.—HOLBORN VALLEY IMPROVEMENT.

Holborn Valley
Improvement.

Object.

Route of new
road.Farringdon-street
and road raised.

THIS Bill comprehends the formation of a viaduct or raised roadway, to form a high level road, in the line of and as a substitute for, Holborn-hill and Skinner-street, the centre line of the proposed new street being shifted a little to the south of that of the existing road. This raised roadway will commence near Ely-court, and terminate in Skinner-street, near the Old Bailey. The altered gradients will be 1 in 424 from Ely-court to Farringdon-street, instead of 1 in 15 as at present; and 1 in 134 thence to Angel Court, in lieu of 1 in 20 as at present; and thence for a short length to the Old Bailey, 1 in 80, which is about the same as the existing gradient. The raised road will be carried over Farringdon-street and Shoe-lane by arches, in the former case with a headway of 21 feet, and the latter of 16 feet.

Farringdon-street and road will be connected with the high level roadway, on the west by a new street, to be formed from Farringdon-road to Hatton Garden, in continuation of the new street now in course of formation from Farringdon-road to the intended Metropolitan Meat Market. On the east a communication will be made with the high level road in Skinner-street, near Angel-court, by a new roadway about 150 feet north of Snow-hill. The gradients of both these approaches will be rendered easy, being in both cases 1 in 45, by raising Farringdon-street and Farringdon-road to an extreme height of 10 feet, at the point where the westernmost of the two approaches will enter that road. Thus, although the route from Farringdon-street to Holborn-hill will be increased in length by about 400 feet, and to Skinner-street by 300 feet, the gradients will be reduced from 1 in 15, and 1 in 20, respectively, to 1 in 45.

The raising of Farringdon-street and road will commence at the southern extremity, near Newcastle-street, with a gradient of 1 in 45, for a length of 300 feet, up to a summit at the crossing of the New-street to the Meat Market, where the alteration in level will amount to 10 feet. It will then descend by a gradient of 1 in 274 for a length of 650 feet, to the existing surface, at a point 230 feet north of New Charles-street. It is further proposed to widen a portion of Farringdon-road on its western side; and to increase to 50 feet the width of King-street, from the new Meat Market to its junction, with the new approach from Farringdon-road to Skinner-street, and to widen Newgate-street to 50 feet on its north side, from Giltspur-street eastwards, for a length of nearly 400 feet.

It is proposed to carry Shoe-lane under the raised road, and to connect it, at a gradient of 1 in 32, with the proposed new approach road from Holborn-hill to Farringdon-road.

Sewers interfered
with.

The sewers affected by these proposed improvements are for the most part district sewers, under the jurisdiction of the Commissioners of Sewers for the City of London. The main Fleet Sewer and its branch in Holborn-hill will be placed at a greater depth below the surface, by the raising of the roads under which they pass. It has been suggested to divert the branch sewer along the proposed approach road from Holborn-hill to Farringdon-road; but this forms no part of the scheme deposited. The Bill contains clauses saving the rights of the Metropolitan and District Boards.

49.—SOUTH KENSINGTON NEW ROAD.

South Kensington
New Road.

THE preamble of the Bill states that the present means of communication between Belgrave-square and its neighbourhood, and South Kensington, are circuitous and inconvenient, and the making of the new street or road from Pont-street to the Brompton-road, opposite the South Kensington Museum, would afford a direct and convenient communication between those districts.

Object.

The proposed street will be rather more than half a mile in length, and of a width of not less than 80 feet, and will be horizontal the whole length.

Brompton-crescent and Michael's-grove are to be raised two feet three inches. The new road will be three feet above the Nursery-ground between Walton-street and Hans-place.

Roads raised.

The land included within the limits of deviation embraces a very large extent of property, which cannot be required for the formation of the new street. The lands not so required are to be let on building leases, as provided in the 18th clause of the Bill. There will be little or no interference with the sewers, and a special clause is introduced in the Bill protecting the rights of the Board. The provisions of the Building Act should be incorporated in this Bill.

50.—ST. GEORGE, HANOVER SQUARE (IMPROVEMENT).

St. George,
Hanover Square
(Improvement).

It is proposed to make two new streets, each 40 feet wide. The first from New Bond-street, running eastward into Tenterden-street. The second, commencing at Oxford-street, opposite Old Cavendish-street, and running south, joining the first intended street, and it is also intended to widen Tenterden-street.

Object.

The property included in the limits of deviation extend from New Bond-street, along the south side of Oxford-street, to the east side of the second intended street, and from Oxford street, along the east side of Bond-street, to the south side of the first intended street.

Gray's-yard, Shepherd-street, and Union-street, are to be stopped up, and the site thereof to be appropriated.

Streets closed.

Clause 37 provides that the sewers shall not be interfered with until the sanction of this Board has been obtained: and after proper sewers have been constructed that they shall be under the jurisdiction, care, and management, of this Board. The sewers referred to are local sewers, and should be under the authority of the Vestry of St. George, Hanover-square.

Sewers interfered
with.

No mention is made as to the operations of the Building Act with reference to the proposed streets and buildings.

Clause 41 is for the saving of the rights of the Commissioners of Sewers for the City and Liberty of Westminster and part of the County of Middlesex, which Commission has now been extinct 17 years.

Clause No. 41
useless.

A proper saving clause relating to sewers should be provided, and the provisions of the Building Act incorporated in the Bill.

Saving clause
inserted.

B R I D G E S.

51.—WANDSWORTH AND FULHAM BRIDGE.

Wandsworth and
Fulham Bridge.

It is proposed to construct a bridge over the River Thames for carriage and foot passengers, between Wandsworth and Fulham, and about equidistant between Battersea and Putney Bridges. It is to be a suspension bridge of three spans and 20 feet clear headway above Trinity High Water in the centre, the inclinations being 1 in 27 and 1 in 50. It is also proposed to form a road on the south side of the Thames from Wandsworth-road at East-hill, passing under the Richmond and Windsor branch of the South Western Railway to the southern embankment of the proposed bridge. The bridge for passing the road under the railway is to be 40 feet span and 16 feet clear headway. This road will be nearly a quarter of a mile long.

Object.

New approach
roads formed.

Wandsworth and
Fulham Bridge.

It is further proposed to form a road from the northern abutment of the bridge, having two branches, one running north-westward, and leading to the King's-road near Peterborough-road, and opposite Parson's-green, and the other north-eastward to the King's-road at Peterborough Villas. The road and the roads running out of it will, together, be nearly a mile and a half long.

Plans for the bridge are to be deposited for the approval of the Thames Conservators and the Board of Trade.

No mention is made with reference to the width of street; it would not appear to be more than 40 feet wide, inasmuch as the bridge passing the road under the railway is to be but 40 feet span.

Board should
approve bridge.

The bridge, as a public thoroughfare within the jurisdiction of the Metropolitan Board of Works, should receive their approval upon all points not determined by the Committee.

Wandsworth
Bridge.

52.—WANDSWORTH BRIDGE.

Object.

It is proposed to construct a bridge across the Thames near Jew's-row, on the Surrey side of the river, to Fulham. It is not stated whether this is to be a suspension or stone bridge, or the number and heights of the arches; the only information given is, that at the centre it is to be 25 feet above high-water spring-tides, and at the abutments 17 feet.

New approach
roads.

The road on the Surrey side will commence at East-hill, Wandsworth, passing under the South Western Railway by a bridge, it is presumed, but on this point no information is given, passing on to York-road in a cutting of 9 feet 6 inches, the inclination not being stated. From York-road the above approach will run on to the proposed bridge. The bridge is described in the Bill as "a good and substantial bridge for carriages, carts, horses, and passengers." The road on the north side will take a north-easterly course to Moor Park-road, Walham-green, and will be nearly level for the whole length.

The bridge is to be made according to a plan and elevation to be approved by the Conservators of the River Thames. The sanction of the Board of Trade is not referred to.

Sewers.

There is no clause in the Bill saving the rights of this Board, and inasmuch as the roads to be made will pass over several sewers, one should be introduced to prevent any interference with them. This bridge, as a public thoroughfare within the jurisdiction of the Metropolitan Board of Works, should receive their approval upon all points not determined by the Committee.

Board should
approve bridge.

53.—ALBERT BRIDGE AND APPROACHES.

Albert Bridge and
Approaches.

Object.

It is proposed to construct a suspension bridge over the River Thames, opposite Oakley-street, Chelsea, on the north side, and Prince Albert-road on the south side. It will be of three spans, and of 21 feet clear headway above Trinity High Water in the centre, and of an average gradient of 1 in 30.

New approach
roads.

A new line of road north of King's-road, Chelsea, and in continuation of Oakley-street, running on the west side of Arthur-street to the Fulham-road, opposite Sumner-place, is also proposed, and a road on the south side of the Thames, commencing at Culvert-road, passing under the South Western and Crystal Palace Railways, and running by the side of the last-mentioned railway and over the West London Extension Railway, terminating in an intended new road on the Long Edge Farm Estate, Battersea, leading to the Queen's-road.

The road from King's-road will be in continuation of Oakley-street, and will form one continuous road from Brompton to the New Bridge; the second road is a continuation of Culvert-road to beyond the railways, where it turns at right angles, and passes between the Crystal Palace Railway on the north side of the West London Extension Railway on the south, and again has a sharp bend crossing over the latter railway.

The plans of the bridge are to be submitted to, and have the approval of, the Thames Conservators and the Board of Trade.

There is a special clause protecting the sewers of the Board, the Vestries, and District Boards.

This

This bridge, as a public thoroughfare within the jurisdiction of the Metropolitan Board of Works, should receive their approval upon all points not determined by the Committee.

Wandsworth and Fulham Bridge.

Board should approve bridge.

DOCKS.

54.—WEST LONDON DOCKS AND WAREHOUSES.

West London Docks and Warehouses.

Object.

It is intended to alter and extend the works proposed during the last Session of Parliament for the construction of docks and warehouses between Stewart's-lane and New-road, Battersea, and to divert St. George's-road, which would be raised 3 feet, commencing at its junction with the Prince of Wales'-road, at a point 17 yards from the western end of Prince's-terrace, and terminating at the western end of the approach to the bridge. The Battersea-road would be thus carried over the Brighton Railway.

The canal, connecting the dock near Battersea-road, will pass over the Southern Low Level Sewer, the bed of the canal being about the same level as the top of the sewer. Provision must be made for rendering this canal watertight, in order that no leakage should take place into the sewer; 14 days' notice should be given, and the work done to the satisfaction of the officers of this Board, and the cost of such supervision paid by the Company.

Low Level Sewer crossed.

55.—COMMERCIAL DOCKS, AND GRAND SURREY DOCKS AND CANAL.

Commercial Docks and Grand Surrey Docks and Canal.

It is proposed to deepen the Upper Dock, to widen Docks Nos. 3, 4, and 5, and to make new entrances or locks. The works do not appear in any way to affect the works of the Board.

Object.

56.—MILLWALL CANAL, WHARFS, AND GRAVING DOCKS.

Millwall Canal, Wharfs, and Graving Docks.

Object.

It is proposed to construct Graving Docks in the Isle of Dogs, one from the east side of the island to the west, and about a mile in length, and the other extending northwards about half-a-mile in length. These works will occupy the greater part of that portion of the Isle of Dogs not at present built upon.

The sill of the proposed docks will be about 24 feet below, and the level of the quays about 4 feet above Trinity high water.

West Ferry-road is to be diverted, and the proposed diverted road raised 9 feet higher than the old road at an inclination of 1 in 30, and to have an opening bridge. East Ferry-road is to be also diverted, and to pass over the docks, and to be raised 8 feet at 1 in 30, having an opening bridge; and Manchester-road is to be raised 6 feet 6 inches, at an inclination of 1 in 20, also with an opening bridge.

East and West Ferry and other roads diverted or raised.

The above works will necessitate the re-construction of the sewers in the Isle of Dogs.

Sewers interfered with.

57.—REGENT'S CANAL COMPANY, LIMEHOUSE BASIN.

Regent's Canal Company, Limehouse Basin.

Object.

It is proposed to enlarge and widen the Limehouse Basin on the south side, between the eastern side of the channel, leading to the barge entrance lock and the western end of the Island Leadworks, with an entrance from Risbie's Rope-walk to the Thames, and a wharf jetty and landing place on the River Thames, to divert and enlarge Narrow-street and Rigman's-rents, and to stop up and use the sites of the several streets required for the above works, and also the landing place called Kidney-stairs.

Streets closed, &c.

The Limehouse Basin is to be deepened 7 feet 6 inches below the level of the present bed, and will be 28 feet 1 inch below Trinity high water.

According to the plan, Narrow-street will be considerably widened, but the widening stops short too soon, and should be continued on to Horseferry-road. Rigman's-rents will also be considerably widened.

Narrow-street widened.

Regent's Canal
Company, Lime-
house Basin.

Sewers interfered
with.

Working drawings of the works are to be submitted to the Board of Trade, and the works on the Thames are to be approved of by the Thames Conservancy, and the buildings are not to be subject to the provisions of "The Metropolitan Building Act." The sewers in the several streets to be taken by the Company will, it is presumed, be destroyed, and others substituted for the drainage of the buildings to be erected on the site.

B U I L D I N G S.

58.—PATENT OFFICE—ACQUISITION OF SITE.

Patent Office—
Acquisition of
Site.

Proposed site.

Saving Clause
should be inserted.

THE site proposed is bounded on the north by Southampton-buildings, on the south by Cursitor-street, on the east by Took's-court, and on the west by Chancery-lane.

There does not appear to be any interference with any public works. The provisions of "The Building Act" should be incorporated in this Bill.

Royal Arcade.

59.—ROYAL ARCADE.

Proposed site.

THE proposed Arcade will be between Regent-street and New Bond-street, running parallel to, and south-east of, Conduit-street, the North-western line of the limit of deviation being the parish boundary. It will pass across Old Burlington-mews, Savile-place, Boyle-street, and Coach and Horses'-yard.

Streets diverted.

It is proposed to divert a portion of Boyle-street, next Old Burlington-street, and to widen New Bond-street for a short distance, by setting back the houses on the east side next Clifford-street.

Object.

There are no particulars given as to the architectural features of the Arcade. But the preamble of the Bill states that, "commodious shops and houses are to be erected, that it will greatly improve the communication between Regent-street and Bond-street, besides affording to the public a place of exercise and recreation." The buildings are sought to be exempted from the operations of "The Local Management Act" and "The Metropolitan Building Act," and the Company are to erect gates across the Arcade, and to keep the same closed for the exclusion of the public during such hours of the night as the Company shall deem fit. As the Bill stands this may abolish a right of way between Savile-row and Conduit-street, through Savile-place; and as this thoroughfare is much used by the public, some arrangements should be made for keeping this communication open at all times.

Exemption from
Building Act.

Streets closed.

Sewers destroyed.

The local sewers that will be destroyed should be replaced by a new sewer to drain the Arcade, for which purpose there are two good outlets; one in Regent-street, 50 feet deep, and the other in Bond-street, nearly 14 feet deep.

There will be a gradual fall in the Arcade from Regent-street to Bond-street of about 16 feet.

Saving clause
should be inserted.

The provisions of "The Building Act," and a proper clause saving the rights of this Board, should be introduced in the Bill.

Courts of Justice
Concentration.
(Acquisition of
Site.)

60.—COURTS OF JUSTICE CONCENTRATION. (ACQUISITION OF SITE.)

Proposed site.

THE site proposed is bounded on the north by Carey-street, on the south by the Strand, on the east by Bell Yard, and on the west by Clement's-lane.

Sewer interfered
with.

The Essex-street Main Sewer runs along Clement's-lane for the whole length of the property proposed to be taken, and it drains a large area beyond, and no interference with it should be allowed.

Saving clause
should be inserted.

A proper clause saving the rights of this Board and the provisions of "The Building Act" should be incorporated in this Bill.

61.—SOUTH LONDON MARKET.

South London
Market.

THE property to be taken for the formation of this Market is bounded on the north by Earl-street, on the south by London-street, on the east by Market-street, and on the west by London-road, and it is situated about midway between St. George's Circus and the "Elephant and Castle."

Proposed site.

The market to be established is for the sale of meat, poultry, fish, vegetables, hay, corn, and flour, goods and merchandise.

Power is sought to stop up streets and acquire the site, and to stop up, alter, or divert all drains, &c., within the area above described.

Streets, &c., closed.

The market is to be subject to the provisions of "The Metropolis Local Management Act," and in the "Gazette" notice it is stated that the 18 & 19 Vict. c. 122, relating to the construction and use of buildings in the Metropolis, was to have been incorporated in this Bill; this, I find, has not been done in the Bill deposited at this office.

Before the market is constructed, plans, elevations, sections, and other particulars of the proposed buildings should be submitted for the sanction of the Board, and clauses should be introduced to the above effect.

I have, &c.

(signed) *J. W. Bazalgette,*
Engineer.

Spring Gardens,
12 February 1864.

John Pollard,
Clerk of the Board.

RAILWAY, &c. SCHEMES (METROPOLIS).

COPY of REPORT of the ENGINEER of the METROPOLITAN BOARD of WORKS upon the METROPOLITAN RAILWAY and other SCHEMES of Session 1864.

(*Mr. Taverner John Miller.*)

*Ordered, by The House of Commons, to be Printed,
16 February 1864.*

[*Price 1 s.*]

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R E P O R T

OF THE BOARD OF TRADE

ON

METROPOLITAN RAILWAY SCHEMES, 1864.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

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1864.

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THE END OF THE WORLD

REPORT OF THE BOARD OF TRADE.

Report of the House of Lords Committee.

THE Select Committee of the House of Lords on Metropolitan Railway Communication of last Session, in their Third Report, express their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis, prescribed by the Royal Commission of 1846, should be extended in the manner described in the first paragraph of that Report.

The limits of the *Metropolitan Railway District* so described are indicated in the map annexed to this Report by the shaded line coloured red.

The Committee, after explaining their views on the several points of the subject matter referred to them, express (in paragraph 15) their opinion that, if the general views which they have explained should be deemed satisfactory by the House, some means should be taken to render future Legislation conformable with the principles there laid down, and with this view they suggest that, in the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different Schemes for the Construction of Lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such Schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee add, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that, arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District, should originate in one House, and should be grouped together, and referred to the same Select Committee.

Views of the Committee.

The leading views of the Committee may be stated generally, as follows :

Dwellings of the labouring classes. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the Companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses.

Open spaces. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a Railway.

Subways. That in the construction of any new Lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

Great Central Station. That it would be objectionable to allow the construction of a great Central Station in the Metropolis.

More central Station for Great Eastern. That the Great Eastern Railway should be allowed to establish a more central Station than it has at present, and be placed in communication with the Lines running to the Western part of the Metropolis.

Other Main Stations. That it is not desirable to bring the Main Stations of any of the principal long Lines of Railway, except the Great Eastern, farther into London than is at present authorized; but that one or more Railways should be made for carrying passengers from different parts of London to the Main Stations of the long Lines; such new Lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

Heavy traffic not to pass through the centre of the Metropolis.

Connexion North and South on Eastern side.

Facilities for goods traffic on the Western side.

of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

Communication in crowded districts.

Inter-communication between Railways.

Inner and Outer Circuit.

on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the Main Lines, and they offer suggestions for an economical construction of the Lines forming this Circuit, in concert with the Metropolitan authorities. They also suggest an outer circle within the Metropolitan District, communicating with the principal Lines North of the Thames, to be, at certain points, in communication with the inner circle.

The Committee express an opinion that every such system of internal Railway communication for the Metropolis should be under one management, and they suggest a Standing Order with this view.

That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

That it is desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis,

of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

That additional Railway communication is needed in the densely populated part of the Metropolis, and it is desirable that Railway communication, where it does not already exist, should be established between the various main Lines of Railway.

The Committee further suggest (in paragraph 12), that the completion of an inner Circuit of Railway is desirable, abutting

Bills lodged with the Board of Trade. Scope of this Report.

Thirty-nine Bills, proposing to sanction the construction of Railways within the Metropolitan Railway District, have been lodged at the Board of Trade. Of this number, eight have failed to make the deposit required by the Standing Orders, and in some other cases portions of a Scheme have been abandoned and a reduced deposit made. It is probable also that the Promoters of some other Schemes will fail to comply with the Standing Orders, and that the Bills will not therefore be introduced; but having regard to the above cited recommendation of the House of Lords Committee, which implies the necessity of a very early consideration of the Railway Bills affecting the Metropolis by the Select Committee there recommended, my Lords have deemed it advisable at once to proceed with the preparation of a Report, such as that suggested by the Committee, upon the Schemes in respect of which Bills have been lodged with the Board of Trade, and which are not known to have been withdrawn, or to have failed in respect of the deposit.

In preparing this Report, my Lords have attempted simply to embody such views as have been suggested by a consideration of the Railway Schemes within the Metropolitan Railway district as they appear on the face of the Plans and Bills that have been deposited with the Board of Trade. To investigate the several Schemes with a view to determine their positive value or their comparative merits *inter se*, either in a financial, engineering, or other point of view, would, it has appeared to my Lords, be beyond their province, and it would manifestly be beyond their powers; and they have not attempted more than to suggest such considerations as it has appeared to their Lordships might assist the several Committees of the Houses of Parliament with whom may rest the duty of investigating and deciding upon these Schemes.

My Lords have requested Col. Yolland, R.E., one of their Inspectors of Railways, to furnish them with a Report upon the several schemes, with reference to any points of an engineering character to which it might appear to him important that the attention of the Select Committees which may have to deal with the Bills authorizing the schemes should be directed. They have further requested that, having regard to the views and recommendations of the Lords Committee in the Report above referred to, he would offer such suggestions with reference to the several Schemes under consideration as might seem to him calculated to further the object proposed by the House of Lords in the appointment of that Committee, viz., the securing a comprehensive

plan of Metropolitan Railway Communication with the greatest advantage to the public, and the least inconvenience to the local arrangements of the Metropolis.

A copy of Col. Yolland's Report is appended to this Report.

List of Schemes. Grouping.

A descriptive list of the Schemes will be found in Colonel Yolland's Report, arranged in alphabetical order for the convenience of reference, accompanied by such observations as may facilitate the consideration of each scheme in connexion with other proposed schemes affecting the same district of the Metropolis.

In dealing with the question of the Groups into which the Bills may be most advantageously classed for consideration by the Select Committees to which they may be referred, some difficulty arises from the circumstance that, owing to the great extent of some of the Schemes, portions of them may be considered as competing with so many other Schemes or portions of Schemes in various parts of the Metropolitan district as to make it necessary to throw so large a number of Schemes into the same Group, that it may be doubtful whether one Select Committee will be found equal to the last of investigating them all. This is particularly the case with the Schemes, six in number, noticed in a subsequent part of this Report as forming an *inner and outer circuit*. These Schemes require to be considered together; and on comparing them with the several other Metropolitan Schemes, it appears that no less than ten of the latter may be considered as in some degree competing with one or other of the six first referred to, or portions of them; and it is desirable, therefore, if practicable, that the whole of these should be considered by one Committee; and they have accordingly been thrown into one Group, being Group I. at the foot of this Report.

If it should be found impracticable for one Committee to deal with the whole of these fourteen Bills, it might perhaps be possible to leave in Group I. the Circuit Schemes, together with such only of the other Schemes as in their whole length compete with some portions of the former, and to throw into a separate Group those Schemes some parts of which only may raise the question of competition with portions of the Circuit Schemes, and to postpone the reference of this latter Group to a Select Committee until after the Bills in the Circuit Group had been disposed of *inter se*; and then that the Chairman, or some other member of the Committee that had sat on the Circuit Group, should be appointed to act as the Chairman of the Committee on the postponed Group.

My Lords entertain considerable doubt, however, whether this method of meeting the difficulty would be found practicable; because those portions of the Circuit Schemes which may be considered to come into competition with portions of the Schemes proposed to be postponed could hardly be satisfactorily investigated without hearing the promoters of those other Schemes; and this method of proceeding would perhaps be found to involve nearly as long an investigation as if all the Schemes were to be considered together in their entirety in one Group.

It will be seen that many of the Schemes grouped together propose, in portions at least of the Scheme, the construction of Lines in the same, or nearly the same, direction between the same points, and where it may be doubted whether more than one Line can be required: in others (and especially in the three Schemes for connecting the great Lines North of the Thames, having their Termini at the Euston Road, with the Charing Cross Station) some one of the Schemes, with, perhaps, some modification, might serve the purpose of all.

These points will be more particularly adverted to in Col. Yolland's Report.

Certain of the Schemes within the Metropolitan District do not appear to compete with any other Schemes. The Bills relating to these have been thrown into Group II; others of the Schemes, though in part falling within the Metropolis, do not in the more important objects sought by the Bills affect the Metropolitan Railway District; and such parts of the works to be authorized by those Bills as are situate within that District do not appear to be of a character that will bring them into competition with other Schemes within that District. These have been thrown into Group III.

Joint Committee.

With reference to the suggestion of the Lords' Committee, that in the following Session, before the Second Reading of the Bills, a Select Committee should be appointed for considering the Metropolitan Railway Schemes then before the House, and to report their opinion thereon with reference to the recommendations of that Committee, such

Report to be made to the House before the Second Reading of the Bills; and that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House and should be grouped together, and referred to the same Select Committee, my Lords would observe that it appears desirable that some plan should, if possible, be devised for securing the joint and harmonious action of the two Houses of Parliament in considering the best method of dealing with the Metropolitan Railway Bills, and settling the necessary arrangements between the two Houses for that purpose; and it has appeared to my Lords that this object might perhaps be attained if each of the two Houses should think fit to appoint a Select Committee for this purpose, composed of a limited number of members conversant with the Private Business, to meet in conference with a Committee of the other House, composed of a like number of members, in order to consider together the matters referred to them, and if possible to concur in a joint Report.

Having regard to the necessity above explained, that a large number of the Metropolitan Railway Schemes should be grouped together and considered by the same Committee, and to the great expense thereby thrown upon the parties to the several schemes in consequence of the protracted inquiry thus occasioned, it becomes of great moment that, with reference to these schemes especially, some arrangement should if possible be come to between the two Houses of Parliament for constituting a joint Committee of Members of the two Houses, whereby the further expense of a double inquiry might be spared. With reference to this point, my Lords would call attention to the Report of the Select Committee of the House of Commons on Private Bill Legislation of last Session, and to the Resolution (4) of that Committee, that "with a view of saving the expense and loss of time now occasioned by the double hearing of contested cases by Committees of each House of Parliament, an arrangement ought to be come to by the two Houses, by which a single hearing might be made to serve the purpose of the present double inquiry."

Dwellings of the Labouring Classes.

My Lords do not find in any of the Bills a provision of the kind suggested by the Lords' Committee in paragraph 5 of their Report for securing a month's public notice at the spot of the intention to take houses inhabited by the labouring classes.

It will be for the Select Committees on the Bills to determine in which (if any) of them provision of that nature may be properly inserted.

Open Spaces.

It is proposed, for the purposes of the *London and North-western (Additional Powers)* Bill, to open a Roadway for carriages through the centre of the Northern Section of Euston Square; and the *Tottenham and Hampstead Junction (Extension to Charing Cross)* Scheme proposes to take portions of both sections of the Square for the purposes of that Scheme.

It may be noticed also that the line of the *Metropolitan Extension to Trinity Square Tower Hill*, passes through Finsbury Square in open cutting, and the *Metropolitan District Railways* passes through Trinity Square in open cutting.

Subways.

Many of the Lines coming within the inner parts of the Metropolis, to the north of the Thames are designed to be either in Cuttings or in Tunnels. Several of them are however, to be constructed on viaducts.

Stations.

No scheme appears to have for an object the creation of a great central station, although more schemes than one contemplate the taking of land for a station in contiguity with the station of the Charing Cross Railway at Hungerford Bridge.

The Great Eastern Railway Company, by their *Great Eastern Railway (Metropolitan Station and Railways)* Bill, seek power to construct a more central Terminus at Wormwood Street, Bishopsgate. It is not, however, proposed that it should be used by any other Company. This station does not appear to be intended to be placed as suggested

by the Lords Committee in communication with the Lines running to the western part of the Metropolis.

The *East London (Thames Tunnel)* also proposes to have a Terminal Station in the City at Moorgate Street, where it is intended to form high and low level stations one above the other. The *London Union Railway* proposes to establish a station near the Mansion House to the west; and the *London Main Trunk Underground* contemplates a station at Aldgate. The *Metropolitan Railway (Extension to Trinity Square)* and the *Metropolitan District Railways* appear to contemplate the formation of a Station or Stations near Trinity Square, Tower Hill, probably for passengers only.

With these exceptions no new terminal station is proposed to be formed in the central portion of the Metropolis.

The following Schemes, however, viz. the *Tottenham and Hampstead (Extension to Charing Cross)*, which would serve to connect the Charing Cross Railway with the Midland and the London and North-western Railways, as well as with the Tottenham and Hampstead Railway (the last having already authorized Junctions with the Great Eastern, the Great Northern, and the Hampstead Junction Railways); and the *Hampstead Midland, North-western, and Charing Cross*, which is designed to unite the London and North-western Railway with the Charing Cross Line, include the taking of land for station purposes near the Charing Cross Station, at its eastern side.

Having regard to the situation of the Charing Cross Station, upon one of the most frequented thoroughfares of the Metropolis, it seems highly deserving of consideration whether the additional traffic, which in consequence of the proposed schemes would be concentrated in this district, is not likely to be of such amount as to render this important thoroughfare at various times of the day impassable for the ordinary traffic.

With reference to the subject of central stations, it may further be observed that the *Tottenham and Farringdon Street* Railway is proposed to connect the Cambridge Line of the Great Eastern Railway with the London, Chatham, and Dover Railway Company's Line near Ludgate Hill, where that Company have already obtained power to take land for a Station.

These Schemes will be more particularly noticed in the descriptive list already adverted to.

Communication North and South of the River.

Several schemes are proposed which would give effect to the recommendation of the Committee that there should be a Line of Railway on the eastern side of the Metropolis connecting the Railways north and south of the Thames.

One of these is the Line above mentioned as proposing to have a terminal station at a point in Moorgate Street, viz., the *East London (Thames Tunnel)*.—This Line is designed to connect the South-eastern and the London, Brighton, and South Coast Railways on the south side of the river with the Great Eastern, the North London Railway City Branch, and the Metropolitan on the north side.

In addition to these, it is proposed in four of the Schemes to cross the river by means of bridges, five in number, two of them below London Bridge, viz., the *Metropolitan District Railways* near Limehouse, and the *Metropolitan Grand Union* at Tower Hill. The three above London Bridge are the *Metropolitan District Railways* at Chelsea, and the *London Union Railways* and the *Charing Cross Western* respectively at Lambeth. These Schemes are more particularly noticed in a subsequent part of this Report in considering the question of an *inner and outer circuit*.

The necessity for this large addition to the number of bridges crossing the river is a question deserving very careful consideration. Some observations on this point will be found in Col. Yolland's Report. The effect of the proposed structures upon the navigation of the river will, no doubt, receive careful consideration from the Conservators of the Thames, and, if necessary, be brought under the notice of the Select Committees on the Bills.

Railway Intercommunication. Crowded Districts.

Several Schemes may be noticed as designed to meet the suggestions of the Committee, that additional Railway Communication is required in the densely populated parts of the Metropolis, and that it is desirable that Railway Communication where it does not already exist should be established between the Main Lines.

The first of these objects seems particularly aimed at by the *Oxford Street and City* Line which runs from the Edgware Road to the Farringdon Street Station of the Metropolitan Railway, and is in the nature of an *Omnibus* Line.

It is observable that in the case of this Line, and that of the *Victoria Station and Thames Embankment*, which is a Line of the same character, the Bills propose to authorize the construction of the Lines as *Pneumatic* railways. It may be assumed that the construction of the smaller tunnels required for railways on this principle would be a work of less magnitude and attended with much less interruption to the street traffic than the construction of the larger tunnel required for the ordinary underground railway. The Bills do not, however, require the Lines to be constructed on this principle.

Some observations on the subject of *interruption to thoroughfares* will be found in a subsequent part of this Report.

The *Metropolitan Extension to Trinity Square, Tower Hill*, and several Lines between Westminster and Blackfriars, noticed in a subsequent part of this Report, seem adapted for the same object.

With regard to the second object, viz., the providing Railway communication between the various Main Lines of Railway, the following new Schemes may be mentioned, viz. :

The *London Union* Railways connect the Midland near Hendon, with the West London at Kensington. It has a Branch from the West London Line at Chelsea to the Elephant and Castle Station and to the Bricklayers Arms Station beyond the River, which it crosses by a bridge at Lambeth.

The *London Main Trunk, Underground*, commences from the Great Eastern at Bow, which it connects with the Metropolitan, the London and Blackwall, and the London, Chatham, and Dover Railways.

The *Charing Cross (Western)* connects the West London at Kensington with the Charing Cross Railway on the South side of the Thames, by a Line crossing the river at Lambeth, passing near the Victoria Station, Pimlico, in its way. The *Charing Cross (Northern)* is designed to unite the Charing Cross Railway with the Great Northern, the Midland (Extension to London), and the London and North-western Railways, near their respective terminal stations. The last two Schemes are again adverted to below in noticing the outer and inner circuit suggested by the Lords Committee.

In addition to these, are the two Schemes already noticed in considering the question of Central Stations as including the taking of land at the eastern side of the Charing Cross Station, viz., the *Hampstead, Midland, North-western, and Charing Cross*; and the *Tottenham and Hampstead (Extension to Charing Cross)*; also the *East London (Thames Tunnel)* already noticed as connecting the Main Lines of Railway on the North and South of the River, on the eastern side of the Metropolis; and the *Tottenham and Farringdon Street* Railway above-mentioned, which will unite the London, Chatham, and Dover Railway at Blackfriars, with the Cambridge Line of the Great Eastern Railway.

Many of these Schemes, it may be observed, would also serve the purpose of providing Railway communication of an omnibus character in the crowded parts of the Metropolis, as Passenger Stations are no doubt contemplated at various points on these Lines.

The Great Western and the London and North-western are already connected with some of the Lines south of the Thames, by means of the West London and the West London Extension Lines.

Outer and Inner Circuit.

But these objects would be in a more complete manner effected by certain Schemes (one of them of a very comprehensive character), which seem to have been designed for giving effect to the recommendation of the Committee in the 12th paragraph of their Report, in which they suggest the construction of an *inner* and *outer circuit* of Railway within the Metropolitan District, communicating with the principal Main Lines of Railway coming into the Metropolis for distribution of their passenger traffic, the *outer* circle in its course intersecting and communicating with the principal Lines of Railway north of the Thames.

For the outer circuit, the *Metropolitan District Railways* seems well adapted to meet the views of the Committee.

The Circuit may be taken as commencing at Battersea, by junctions with the London, Chatham, and Dover, and the London, Brighton, and South Coast Railways, whence it runs to the Thames, which it crosses at Chelsea by a bridge. It then proceeds to Brompton where it joins the portion of this Scheme, presently to be mentioned, called

the Inner Circle, and throws out a branch to the West London Railway. From Brompton it proceeds through South Kensington and Kensington in a line parallel to Church Lane, close to which it crosses Notting Hill, and by Pembridge Gardens and Ledbury Road to near Kensal New Town, where it throws out branches to the Great Western and the Hammersmith and City Junction Railways. The Line then proceeds through Kilburn where it throws out branches to the London and North-western Railway, and, a little further on, to the Midland and the Hampstead Junction Railways, through Kentish Town where it again throws out a branch to the Hampstead Junction, through Lower Holloway where it throws out branches to the Great Northern, through Stoke Newington where it throws out a branch to Stamford Hill, and through Clapton to Hackney Wick where it throws out branches to the North London. From Hackney Wick it proceeds by Bow where it joins the Great Eastern, to the Thames at Limehouse, which it crosses by an arch of 750 feet span and 130 feet above high water in the centre. It then passes by the Docks in Rotherhithe to the Railways of the South-eastern and London, Brighton, and South Coast Companies in the neighbourhood of New Cross. The remainder of this outer circuit between New Cross and Wandsworth Road would be supplied by authorized lines of the London, Chatham, and Dover, and the London, Brighton, and South Coast Railways.

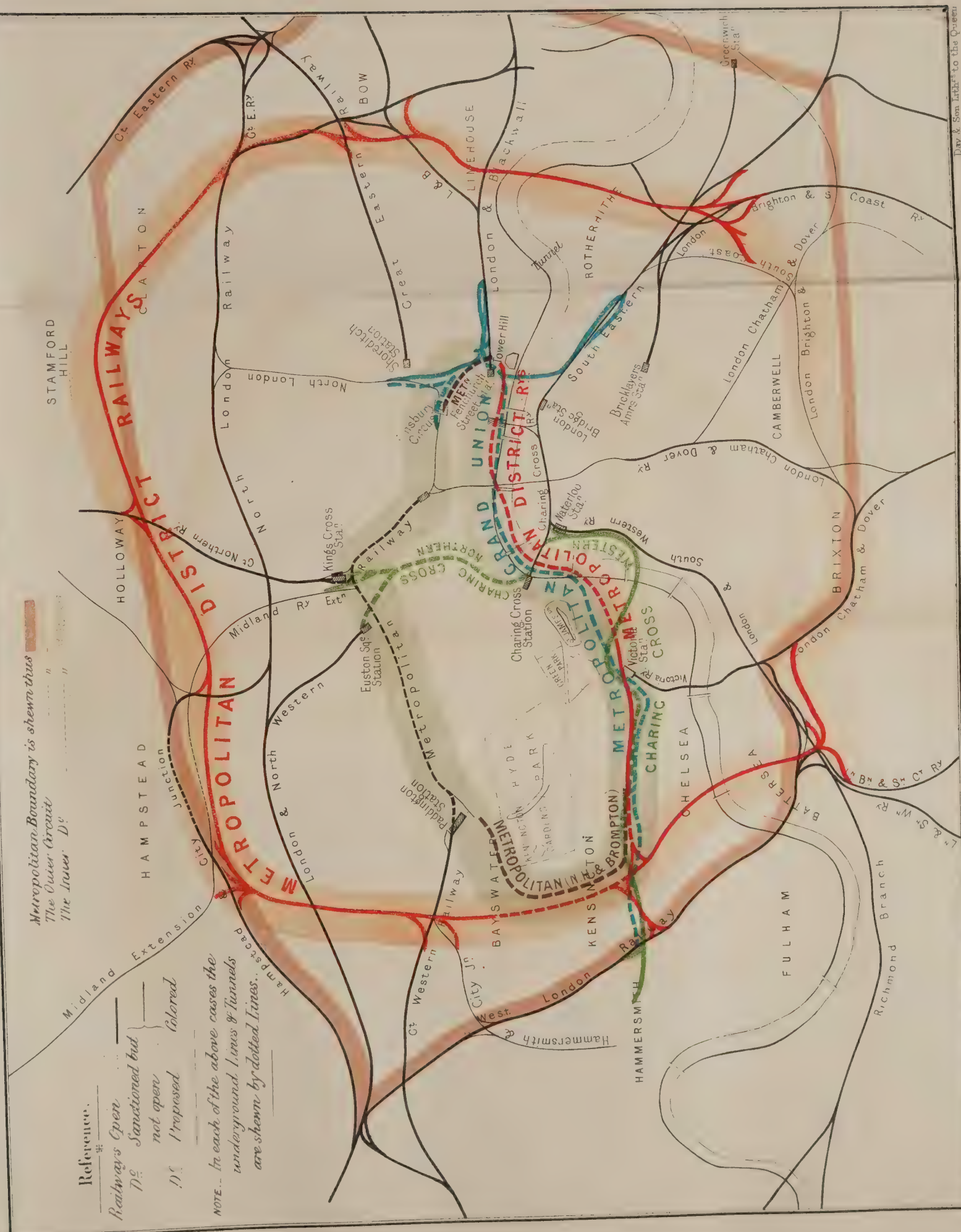
The *Metropolitan District Railways*, besides forming the *outer* circuit just described, proposes to construct an *inner* line which, branching from the outer line at Brompton and proceeding through Pimlico, passes near the Victoria Station, and then along the Thames Embankment, passing near the Charing Cross Station, to Blackfriars Bridge; thence near the intended Earl Street and Cannon Street Stations, to Tower Hill, where it is designed to form a junction with the proposed extension of the Metropolitan Line to that place. The remainder of this inner circuit would be supplied by the Metropolitan Railway, and its authorized Extension to Finsbury Circus, and its Extensions to Trinity Square, at the east, and to Notting Hill and Brompton, at the west, proposed by the *Metropolitan Railway, Notting Hill, and Brompton Extension*, and the *Metropolitan Railway, Trinity Square, Extension* Bills.

The portion of the *Metropolitan District Railways* line just described takes the same or nearly the same course with a portion of the *Metropolitan Grand Union*, a line which, according to the deposited plan, seemed also to have been designed to meet the views of the Committee by the formation of an inner circuit. This Line, as proposed to be authorized by the Bill, would commence by a junction with the West London at Kensington, whence it proceeds to a point south of the Cromwell Road, and thence in a subway to and under Sloane Square, and so on to near the Victoria Station. From the Victoria Station it runs nearly parallel with Victoria Street to Westminster Bridge, thence through the Thames Embankment to Blackfriars Bridge, thence in a line lying to the south of Cannon Street, and passing near the Fenchurch Street Station to a point near the Metropolitan Railway at Finsbury Circus. The circle is then completed by the Metropolitan Railway, and its authorized Extension to Finsbury, except the portion of line between the Metropolitan Railway Station at Paddington and Cromwell Road, passing under Kensington Gardens, for which plans were deposited, but which the Bill does not embrace. It would, however, be completed, if a Junction could be formed with the proposed Metropolitan Railway Extension to Notting Hill and Brompton, at the latter place.

By the *Metropolitan Grand Union Railway* Bill branches are proposed to the London and Blackwall a short distance east of Fenchurch Street Station; to the North London Extension at a point a short distance north of the Liverpool Street Station of the line; to the proposed Extension of the Great Eastern line, a short distance north of Wormwood Street; to the lines at the Victoria Station, Pimlico; and from a point near Tower Hill to the South-eastern and the Brighton Railways on the south of the River, which is crossed by a bridge near the foot of Tower Hill.

The main distinction as regards an 'inner circuit,' between the competing portions of the two schemes under consideration, is that the *Metropolitan Grand Union* unites with the Lines at Victoria Station at the eastern extremity with the Great Eastern proposed line, the London and Blackwall, the North London City Branch, and the Metropolitan Railway near Finsbury Circus, whereas the *Metropolitan District* line merely unites with the proposed Metropolitan Extension at Tower Hill.

The *Charing Cross Western* and the *Charing Cross Northern*, already mentioned, taken in connexion with each other, would in some degree serve the purpose of an Inner Circuit, by uniting the Charing Cross Railway with the West London Railway at Kensington (passing near the Victoria Station, Pimlico), at the West, and with the



Termini of the Great Northern, the Midland, and the London and North-western Railways at the North, as well as with the Stations of the Metropolitan Railway.

The connexion so proposed with the City, instead of being formed by a line running along the Thames Embankment (North side) as in the case of the Inner Circuits previously mentioned, is effected by crossing the Thames at Lambeth, and then by means of the portion of the Charing Cross Railway on the South side of the River, and its Extension across the Thames to Cannon Street.

The annexed sketch shows the position of the lines forming the inner and outer circuits and their branches, with reference to the Railways already existing or authorized; the inner circuit being coloured grey and the outer circuit brown.

The Metropolitan Railways district as proposed by the House of Lords Committee is shown by a red shaded line.

It has been strongly pressed on the consideration of the Board of Trade, by the directors of the London and North-western Railway Company, that the object aimed at in the suggestion by the Lords Committee for the construction of an outer circle of railways within the Metropolitan district might be accomplished by means of the Lines already constructed or authorized, if due facilities were afforded and arrangements made between the existing Companies for that purpose; and they expressed their readiness to unite with all the necessary parties interested in the interchange of facilities, on equal terms, and in such arrangements as may conduce to the public convenience and the mutual advantage of the several Companies. In this way it was urged the unnecessary expenditure of a large amount of capital might be spared, and the extreme inconvenience to which the whole neighbourhood is exposed, during the construction of a Metropolitan Line, might be avoided.

Two letters containing a detailed explanation of their views, accompanied by a plan, have been addressed to my Lords by the London and North-western Company. The question raised by the Company appears to my Lords to be one deserving of careful consideration.

Some observations on the subject of these letters, and of the suggested inner and outer circuit, will be found in Col. Yolland's Report.

There are some other Schemes of a less comprehensive character which are designed partially to accomplish the same objects, or possibly to be constructed in connexion with portions of the lines above described.

These are the following :

The *London and Main Trunk, Underground*,

The *London Union*,

The *Victoria Station and Thames Tunnel*.

They will be more particularly noticed in the alphabetical descriptive list already adverted to.

Connexion between Railway Termini.

As regards the suggestion of the Lords' Committee that it is desirable that the principal Railway Termini in the Metropolis should be connected with each other, the extent to which that object is proposed to be effected by the several Schemes will be seen by the following list, in which there is appended to the name of each Scheme the names of existing, authorized, and proposed Termini, which the Line will form a junction with or pass near.

Charing Cross Northern.

Euston (London and North-western).

Junction.

Midland Terminus at Euston Road.

Junction.

King's Cross (Great Northern).

Junction.

Charing Cross.

Junction.

Charing Cross Western.

Charing Cross.

Junction.

Waterloo (London and South-western).

Near.

Victoria (Pimlico).

Near.

East London.

Wormwood Street (Great Eastern).	Near.
Liverpool Street (North London).	Near.

Hampstead, Midland, North-western, and Charing Cross.

Euston (London and North-western).	Near.
Charing Cross.	Near.

London Main Trunk Underground.

Finsbury Circus (Metropolitan).	Junction.
Liverpool Street (North London).	Near.
Wormwood Street (Great Eastern).	Near.
Fenchurch Street.	Near.
Cannon Street (South-eastern).	Junction.
Earl Street (London, Chatham, and Dover).	Junction.

Metropolitan District.

Victoria (Pimlico).	Near.
Charing Cross.	Near.
Earl Street (London, Chatham, and Dover).	Near.
Cannon Street.	Near.
Fenchurch Street.	Near.

Metropolitan Grand Union.

Victoria (Pimlico).	Junction.
Charing Cross.	Near.
Earl Street (London, Chatham, and Dover).	Near.
Cannon Street.	Near.
Fenchurch Street.	Near.
Wormwood Street (Great Eastern).	Junction.
Liverpool Street (North London).	Junction.
Finsbury Circus (Metropolitan).	Junction.

Metropolitan Railway (Trinity Square Extension).

Liverpool Street (North London).	Near.
Wormwood Street (Great Eastern).	Near.
Fenchurch Street.	Near.

Tottenham and Hampstead Junction (Extension to Charing Cross.)

Euston Square (London and North-western).	Junction.
Midland Terminus at Euston Road.	Near.
Charing Cross.	Near.

Victoria Station and Thames Embankment.

Victoria (Pimlico).	Near.
Charing Cross.	Near.
Earl Street (London, Chatham, and Dover).	Near.

Railways in Embankment and New Streets.

With reference to the suggestion of the Committee that certain of the new lines might be undertaken in connexion with the construction by the Municipal Authorities of the City, or the Metropolitan Board of Works, of new streets urgently required in many of the crowded parts of the Metropolis, and that new lines of Railway might be advantageously and economically constructed under some of those new streets, and under a portion of the proposed Thames Embankment (north side), and under some of the existing wide thoroughfares, it may be noticed that two of the new schemes are proposed to be constructed in the Thames Embankment and under portions of the new street which has been authorized to be constructed between Bridge Street, Blackfriars, and the Mausion House, viz.: the *Metropolitan District Railways*, and the *Metropolitan Grand Union*, already referred to.

One of them, viz., The *London Main Trunk, Underground*, uses the new street only; and another of them, viz., The *Victoria Station and Thames Embankment*, makes use of the embankment only.

The *Metropolitan Grand Union Railway* Bill proposes the formation by the Company of a new street from Aldgate to Bishopsgate, under which some of their lines of Railway would be laid.

The *Hampstead, Midland, North-western, and Charing Cross* proposes new streets or widenings of streets from Tottenham Court Road to the Strand, and thence to the Thames Embankment.

The *Metropolitan District* proposes a new street at Brompton in continuation (South) of the Exhibition Road, and a Footway from the Thames Embankment to the Houses of Parliament.

The *London Main Trunk* proposes widening of some streets and some new streets in connexion with the Corporation of London, the Commissioners of Sewers, and the Metropolitan Board of Works.

My Lords observe that in one of the Schemes proposing to use the Thames Embankment (*the Metropolitan District Railways*) part of the line is shown in open cutting. Having regard to the main purpose of the Embankment as affording a roadway for relieving the overcrowded streets of their traffic, it appears very questionable to my Lords whether this open cutting should under any circumstances be allowed.

Interruption of Thoroughfares.

There can be no doubt that the execution of those schemes which involve the breaking up or closing of important thoroughfares during the works will cause inconvenience to the public, who would use those thoroughfares, and annoyance to the occupants of houses or shops in the streets interfered with, and will also, by the interruption to traffic, cause serious loss of profits to persons engaged in trade, for which any payment that the parties can recover from the promoters will, it may be assumed, be rarely an adequate compensation.

In such cases it seems to be especially important that the calculations of the promoters as to the expense and duration of the execution of the proposed works should be very carefully investigated, and if the scheme be sanctioned, that a time, to be computed from the first interference with the thoroughfare, should be limited under an adequate penalty for the completion of the works at any spot and restoration of the thoroughfare, and that no more time should be allowed for the execution of the entire works than would be reasonably sufficient for the purpose, if the promoters had duly provided themselves with the necessary funds at the outset.

In illustration of these remarks it may be observed that the Metropolitan Railway Company, as at present constituted, was incorporated in 1854, and their original railway from Edgware Road to King's Cross was then required to be completed in 1858, and the remainder of their works in 1861.

In 1856 the time for completing the original railway was extended to 1859, in 1859 it was again extended to 1862, and in 1860 it was further extended to 1863.

The original railway was not opened till January 1863; its extension to Farringdon Street was opened at the same time.

A further point for consideration, in regard to schemes to be executed in the inner parts of the Metropolis, may be the propriety of making some provision for the removal of works that may be left incomplete and be abandoned by the promoters. It may deserve consideration whether any pecuniary deposit that may be required by way of security for the completion of the works should not, instead of being forfeited to the Crown, be made applicable, if necessary, to the removal of the abandoned works and restoration of the thoroughfare.

Maps.

A map accompanies this Report in which the existing Railways are shown by a strong black line, and Railways sanctioned but not constructed are shown by a slight black line (the lines being dotted for underground Railways), and the new Schemes are shown in like manner by coloured lines. The boundary of the Metropolitan Railway District as proposed by the Lords' Committee is shown by a red shaded line.

A map upon a much larger scale has been prepared for the use of the Committee to which it appears to have been contemplated by the House of Lords Committee that the consideration of the Metropolitan Railway Schemes should be referred.

Grouping List.

(See ante, p. 3.)

GROUP I.

Metropolitan District Railways Bill.
Metropolitan Railway (Trinity Square Extension) Bill.
Metropolitan Railway (Notting Hill and Brompton Extension) Bill.
Metropolitan Grand Union Railway Bill.
Charing Cross (Northern) Railway Bill.
Charing Cross (Western) Railway Bill.
Hampstead, Midland, North-western, and Charing Cross Junction Railway Bill.
Tottenham and Hampstead Junction Railway (Extension to Charing Cross) Bill.

East London Railway Bill.
Great Eastern Railway (Metropolitan Station and Railways) Bill.
London Main Trunk Underground Railway Bill.
London Union Railways Bill.
Oxford Street and City Railway Bill.
North London Railway (Kingsland and Tottenham Line) Bill.
Tottenham and Farringdon Street Railway Bill.
Victoria Station and Thames Embankment Railway Bill.

GROUP II.

Great Eastern Railway (Junction) Bill.
Great Northern and Victoria Station Railway Bill.
London and Blackwall Railway Bill.
London, Brighton, and South Coast Railway (New Lines in Battersea) Bill.
London, Chatham, and Dover Railway (No. 1.) Bill.
London, Chatham, and Dover Railway (No. 2.) Bill.
Metropolitan Railway (Additional Powers) Bill.
Metropolitan and St. John's Wood Railway Bill.
Midland Railway (St. Pancras Branch) Bill.
North London Railway (Additional Powers) Bill.
Walthamstow, Clapton, and City Railway Bill.

GROUP III.

Great Northern Railway (No. 1.) (Barnet Branch, &c.) Bill.
London and North-western Railway (Additional Powers) Bill.
London and South-western Railway (Additional Works) Bill.
London, Brighton, and South Coast Railway (Additional Powers) Bill.

Schemes as to which no Deposit made.

The following is a list of the Schemes in respect of which Bills and Plans were lodged with the Board of Trade, but the pecuniary deposit required by the Standing Orders has not been made. These Schemes have not therefore been taken into consideration:—

Blackfriars Embankment, Roadway, and Railway.
Charing Cross (Additional Lands).
London Low Level.
North and South London (High Level) Junction.
North and South London Railways Junction.
Paddington and Charing Cross.
Thames Tunnel.
Thames Viaduct.



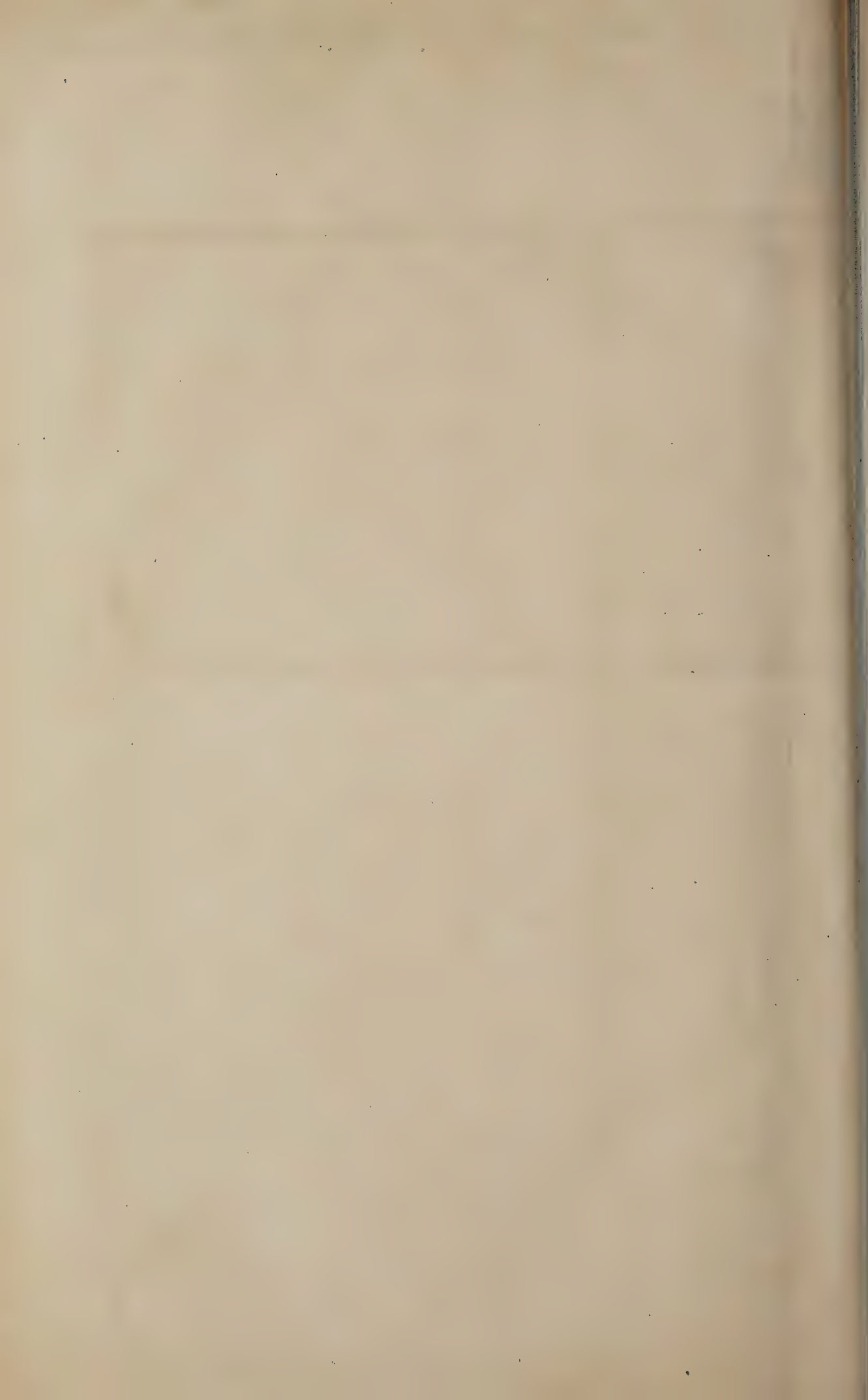
MAP OF THE RAILWAYS
PROPOSED BY THE
BILLS OF THE SESSION OF 1864.
IN THE
Metropolitan Districts.

Reference

Railways (open
Do sanctioned but
not open
RAILWAYS PROPOSED
Session 1864) Coloured.

Note. In each of the above cases the
underground lines and tunnels
are shown by dotted lines
lines only partly covered are shown
by long dotted lines.
The Metropolitan Boundary is shown thus





REPORT

BY

COLONEL YOLLAND, LATE R.E.,

TO

THE LORDS OF THE COMMITTEE OF PRIVY
COUNCIL FOR TRADE,

ON THE

METROPOLITAN RAILWAY SCHEMES PROPOSED
BY BILLS IN THE SESSION OF 1864.

Presented to both Houses of Parliament by Command of Her Majesty,
February 1864.



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FOR HER MAJESTY'S STATIONERY OFFICE.

1864.

METROPOLITAN RAILWAY SCHEMES, 1864.

*Railway Department, Board of Trade,
Whitehall, 9th February 1864.*

SIR,

IN compliance with your instructions, I have the honour to state for the information of the Lords of the Committee of Privy Council for Trade, that I have examined the Plans of Railway Schemes relating to the Metropolitan Railway District, lodged for the Session of 1864, altogether amounting to 31, on which the deposit has been paid, and now proceed to state the result of that examination.

Number of
Schemes.

1. In making this Report, I propose to give a description of the various Railway Schemes and the objects for which they have been brought forward, as far as I have been enabled to make them out from the plans, or from the information furnished to me by the different engineers; and, for convenience of reference, to arrange this descriptive account of the several projects in alphabetical order, with such few observations as I have felt justified in offering from the materials which the Parliamentary documents supply, and to place this descriptive account towards the end of this Report. I also propose to offer some observations of a general character bearing upon certain of these Schemes, on the routes followed and the objects proposed to be carried out and how far these objects will be advantageous to the public.

Amount of
Capital.

2. The first impression created by an examination of the various plans is one almost of perplexity, having reference to the extreme difficulty of offering any opinion as to the manner in which such a number of Bills, involving so large an amount of capital, (33,000,000*l.*, proposed to be raised by shares, in addition to upwards of 10,000,000*l.* by loan,) and limited to so small an area as the Metropolitan Railway District, with Lines interlaced in an extraordinary manner, can be best examined and dealt with. Undoubtedly the best method would be to refer all these Schemes to one Select Committee, in the event of a Commission being still deemed inappropriate; and should it be considered impracticable for one Committee to examine the whole of the Schemes relating to this district it might then be expedient to allot those which bear upon the most important points in connexion with the construction of Railways in London to one Select Committee.

Mode of deal
ing with the
various
Schemes.

3. The most important Schemes are for the proposed construction of outer and inner circles of Railways, or portions of them; for the connexion of the Northern and Southern Railways, both on the eastern and western sides of the Metropolis; and for the construction of other Lines penetrating into London either for the purpose of connecting existing Railway Termini or for establishing more appropriate Terminal Stations for some of the Main Lines.

Most important
Schemes.

The following is a list of the Schemes which might be so referred:—

Charing Cross, Northern.

Charing Cross, Western.

East London.

Great Eastern Metropolitan Station and Railways.

Hampstead, Midland, North-western, and Charing Cross.

London Main Trunk, Underground.

Metropolitan District.

Metropolitan Extension to Trinity Square, Tower Hill.

Metropolitan Extension to Notting Hill and Brompton.

Metropolitan Grand Union.

Oxford Street and City.

Tottenham and Farringdon Street.

Tottenham and Hampstead Junction (Extension to Charing Cross).

Victoria Station and Thames Embankment.

James Booth, Esq.,
Secretary to the Board of Trade.

4. Another set of Schemes relating to this District, brought forward by Railway Companies, might, apparently without much disadvantage, be withdrawn from the consideration of this Select Committee, inasmuch as they seek only to obtain increased accommodation for Traffic or for power to make alternative Lines that will diminish the dangers of existing Routes; but it is necessary to mention that some of these Schemes are involved with those of the first group, so that if one is sanctioned some other cannot go forward without modification. These are:—

Charing Cross (additional Lands).

Great Northern No. 1 (portion of).

London and North-western (additional powers) portion of.

London, Chatham, and Dover (portion of) No. 2.

London and South-western, additional Works.

London, Brighton, and South Coast (new Lines at Battersea) portion of.

London, Brighton, and South Coast (additional powers).

North London (additional powers).

To this group might be added the *London and Blackwall Extensions*, which does not interfere with any of the Schemes brought forward.

5. The consideration of the merits of the remaining Schemes, which purpose to afford additional Railway communication in various districts, or to connect existing Railways, might apparently be deferred until the Railways included in the first group had been examined and reported upon. Here again, it is proper to remark there will be Schemes which must fall to the ground, if others in the first group are authorized to proceed. Thus the North London (Kingsland and Tottenham) intersects, Railway No. 10 of the Metropolitan District, north of Brook Street, Upper Clapton; the Tottenham and Farringdon Street, near Clapham Common: the relative levels of these Lines at the intersections are such that both intersecting lines cannot be made. These interferences are not limited to the case of the North London Railway, or they might be got over by transferring it to the first group, but they apply to the greater number of Schemes, and hence it is on this ground that I have stated that the Schemes relating to the Metropolitan Railway District would be best dealt with by their being referred to one Select Committee. The remaining Schemes are:—

Great Eastern Junctions.

Great Northern and Victoria Station.

London Union.

Metropolitan, additional Powers.

Metropolitan and St. John's Wood.

Midland, St. Pancras Branch.

North London (Kingsland and Tottenham).

Walthamstow, Clapton, and City.

6. A glance at the map of the proposed Schemes for the Metropolitan Railway District will suffice to make it apparent that the greater portion of these Schemes are prepared for the carriage of traffic in an East and West direction, in the line, in fact, of the greatest amount of traffic in the Metropolis.

Now if a Railway Map of the Metropolis be examined it will be seen that on the north side of the Thames there is already uninterrupted Railway communication about two miles north of the General Post Office, from the London and North-western to the Great Eastern Railways, through the Hampstead Junction and the North London Railways, between Willesden and Stratford; that a second Line of Railway south of the previous one will, when the authorized extension of the Metropolitan Railway to Finsbury Circus is completed, only leave a short link wanting, to connect the Great Western Railway at Paddington to the Great Eastern Railway at Shoreditch; and that a third series of Lines, belonging to different Railway Companies and partly in course of construction, shorter in length, is found about three miles south of the General Post Office, on the South Side of the Thames, ultimately connecting the Lines belonging to the London, Brighton, and South Coast, the London, Chatham, and Dover, and the London and South-western Railway Companies at Deptford, Brixton, Battersea, and Clapham.

These three nearly parallel Lines are connected together by the West London and West London Extension Railways on the west side of London. The West London Railway was opened for Passenger traffic in May 1862, and the West London Extension Railway in February 1863.

The first and second series of Lines are connected together at Willesden on the west and at Stratford on the east side of the Metropolis, but there is at present on the

eastern side of the Metropolis no Railway communication between the Railways lying north and south of the Thames.

When certain of the authorized Lines of the London, Chatham, and Dover Railway Company have been completed, the second and third series of Lines will be connected together between Farringdon Street and Brixton, through the centre of the Metropolis.

Portions of a fourth series, running east and west, are to be found intermediate between the second and third series, viz., the London and Blackwall Railway north of the Thames, and the Charing Cross Railway south of it, but they are not connected with each other. The first has long been in operation, and is a most important Omnibus Line, worked in connexion with the Great Eastern and North London Railways, and the second was originally designed to supply a West End terminus to the South-eastern Railway. A connexion with the City was subsequently authorized, and is now in course of construction, and both Charing Cross and Cannon Street will, I have no doubt, prove to be excellent stations for the object, for which they were originally sanctioned.

7. The success of the Metropolitan Railway in carrying a very large number of passengers (notwithstanding the disadvantages it labours under in its Terminal Station at Farringdon Street when compared with what may be anticipated when the Line is finished to Finsbury Circus), has naturally drawn attention to the desirability of establishing other Lines of Railway in the direction of the great streams of street traffic; and one of the first questions to be investigated is whether such East and West Lines, if still admitted to be necessary, should be made in connexion with the existing Charing Cross Railway partly on the south side of the Thames, or independent of it altogether on the north side of the Thames, in the line of the great route of street traffic, or as near it as circumstances may admit.

Metropolitan Railway, large number of passengers.

This will probably be made to depend on the views that may be entertained as to the comparative advantages to the public of uniting the Railways that run through the crowded districts on the eastern side of London, in the adoption or non-adoption of an inner circle of Railways uniting with the Metropolitan Railway Extension to Finsbury Circus, or of merely running to a Terminal Station in the city. If the *Charing Cross Western Railway* be preferred, it must not be lost sight of that it will certainly be found necessary to widen the existing Charing Cross Railway.

8. Two of the largest and most comprehensive Schemes, drawn up to fulfil the principal conditions contained in the Report of the Select Committee of the House of Lords of the last Session, are apparently based upon very different principles. These are the *Metropolitan District* and the *Metropolitan Grand Union*.

Outer and Inner Circles.

The *Metropolitan District* Scheme consists of a series of Railways (36 in number) mostly but not entirely north of the Thames, proposed to establish, in connexion with certain authorized Lines of Railway not yet all constructed, on the south side of the Thames, an outer circle of Railways, and also an inner circle, taken in connexion with the existing and authorized portions of the Metropolitan Railway and its proposed extensions to *Brompton* and *Trinity Square*.

The outer circle of this system of Railways forms Junctions with every Railway which it crosses in its course, except the London and Blackwall Railway, while the inner circle is not actually connected by a Junction with the lines of the outer circle, except at Brompton; but the outer circle runs close to and parallel with the proposed extensions of the *Metropolitan Railway to Notting Hill and Brompton* for the greater proportion of the distance between those places.

Outer Circle, forms Junction with the principal Main Lines it crosses.

The northern portion of this outer circle is situated partly between the Hampstead Junction Railway and the authorized Midland Extension to London Railway, and partly between the Tottenham and Hampstead Junction Railway (in course of construction), the Cambridge Line of the Great Eastern Railway, and a portion of the North London Railway. On its western side it runs parallel for the greater proportion of its length to the West London and West London Extension Railways, and about three quarters of a mile east of them; and on the eastern side, it keeps alongside of and crosses the North London and Blackwall Extension Railways, and is nearly parallel to the Great Eastern Cambridge and Woolwich Lines, from Stamford Hill, southwards, and it crosses the river at Limehouse Reach, joining the South-eastern and the London, Brighton, and South Coast Railways near New Cross.

Metropolitan District Outer circle.

With the exception of two, all the Junctions between the outer circle and the existing Railways are apparently laid out to facilitate a departure into the country and not an arrival in the centre of the Metropolis, on the assumption, possibly, that this outer circle would form the best means of distributing the traffic flowing into London by the

Main Lines, and for collecting that which requires to leave it in the suburban districts, through which the outer circle mostly runs.

If I understand the matter rightly with respect to this Scheme, the idea proposed to be carried out is that traffic shall have every facility afforded for passing to or from the outer circle to the existing Main Lines of Railway having termini in London, if the Railway Companies can be induced to stop their trains at these junctions, or to run trains along the outer circle from their Main Lines, and shall also be brought in close contact with the inner circle from Notting Hill to Brompton at several exchange stations; but it is not intended that carriages shall pass from the inner circle to the outer circle, or in a contrary direction, and passengers will be required to change carriages at these exchange stations where the two lines are close to each other.

Junctions not
allowed with
Inner Circle.

A portion, however, of this inner circle, viz., the opened portion of the Metropolitan Railway, is not at the present time worked in accordance with this idea. There, through-trains have been run between Paddington and Farringdon Street, and are still run between King's Cross and Farringdon Street; and the Metropolitan and Midland Railway Companies are separately seeking for powers for portions of new Lines to King's Cross Metropolitan Railway Station, that will allow the Midland traffic to pass on to the Metropolitan Railway system in their own trains; and the principle which is now sought to be established for the Southern portion of the inner circuit is not upheld as regards the Northern portion. It may be answered that the Metropolitan Railway Company possess powers for doubling their Line between King's Cross and Farringdon Street, but the practice to which I am referring has been in operation on a double Line of way, such as I understand is contemplated for the inner circle of the *Metropolitan District Scheme*.

Metropolitan
Grand Union
Outer and
Inner Circles.

The *Metropolitan Grand Union* is laid out for a different purpose, and it will be noticed that many junctions are formed between the Railways proposed in that Scheme and the existing Railways, in the course of establishing what may be considered the inner and outer circles. I am informed that it is proposed for considerable portions of this Scheme there shall be four Lines of Railway, not two; that every facility shall be given for the traffic of any Railway Company with which it forms junctions, to pass along such Lines in the carriages by which they have arrived from or propose to reach the Suburban Districts, and to allow such trains to run over the proposed Railways, to drop and take up passengers at all stations, and to return by a continuous and different route, if arrangements can be made with the Companies owning the other portions of such routes.

The contrast is continued in another respect. Several outer circles are formed close to the inner circle at the Eastern End of the Metropolis by connecting the lines which stretch from the West London Railway to the City with the Railways having termini at Fenchurch Street, Liverpool Street (in course of construction), and the proposed *extension of the Great Eastern Railway to Wormwood Street*; so that while the *Metropolitan District Scheme* carries out that particular recommendation of the Select Committee of the House of Lords that "it might be found convenient to bring the outer circle at certain points into communication with the inner circle," by placing them alongside of each other, from Notting Hill to Brompton, the *Metropolitan Grand Union Scheme* makes the connection between the two circles, where it is much more required, in the City itself, and where it supplies the last short link that was wanting to complete the outer circles north of the Thames.

It is not safe, and therefore not expedient, especially in tunnels, to mix up quickly succeeding Omnibus Trains with through Passenger and Goods Trains, on a double Line of Railway, because through Trains and Goods Trains will necessarily and unavoidably be irregular in their arrival in London.

On these grounds, where it is intended to run Omnibus, Suburban, or Goods Trains into the Metropolis, at very short intervals of time from each other, four Lines of Railway are absolutely necessary for the public safety, and if the inner circle is to be so worked, four Lines of Railway will be required over such portions as are intended for such mixed traffic.

Where the traffic is proposed to be confined to Omnibus Traffic, or to Passenger Trains, at considerable intervals of time apart, intermixed with large numbers of Goods, Mineral, and Cattle Trains, as on the North London Railway, a double Line of Railway has been found sufficient.

Traffic on cer-
tain Metropo-
litan Lines of
Railway.

9. The following statement, supplied at my request by Mr. Stewart of the London and North-western Railway, shows the number of trains passing daily on certain Lines of Railway, which would be more or less affected by the northern and western portion of the proposed *Metropolitan District* outer circle.

STATEMENT showing the number of Trains passing daily over sundry Lines of Railway :

Name of Railway.	Daily Trains.		Total.	No. of Lines laid down.	Remarks.	
	Up.	Down.				
NORTH LONDON :						
Passenger - - -	63	63	126	Two o.	Land bought for two other Lines of Rails between Camden Town and Kingsland. Passenger Trains run between 7.0 a.m. and 11.0 p.m. City Extension from Kingsland to Liverpool Street in course of construction, with three Lines of Rails.	
Goods - - -	29	27	56			
Mineral - - -	17	15	32			
Cattle - - -	5	6	11			
	114	111	225			
HAMPSTEAD JUNCTION :						
Passenger - - -	15	15	30	Two.		
Coal - - -	3	3	6			
Cattle - - -	2	1	3			
	20	19	39			
NORTH AND SOUTH WESTERN JUNCTION :						
Passenger - - -	15	15	30	Two.		
Goods - - -	8	7	15			
Coal - - -	1	1	2			
Cattle - - -	1	1	2			
	25	24	49			
WEST LONDON RAILWAY :						
Passenger :				Two lines, mixed gauge.	Land sufficient for four mixed gauge Lines has been purchased.	
London and North-western	12	12	24			
Great Western - -	8	8	16			
Goods and Mineral :						
London and North-western	8	8	16			
Great Western - -	2	2	4			
	30	30	60			
WEST LONDON EXTENSION RAILWAY :						
Passenger :				Two lines, mixed gauge.		
Brighton - - -	22	22	44			
South-western - -	15	17	32			
Great Western - -	8	8	16			
Goods and Mineral :						
Great Western - -	2	2	4			
Brighton - - -	3	3	6			
London and North-western	2	2	4			
	52	54	106			
BLACKWALL :						
(Stepney and Fenchurch Street.)				Three.	These Trains run between 7.30 a.m. and 11.0 p.m. There are also a few Goods Trains at an earlier hour in the morning.	
Passenger - - -	172	172	344			
Goods - - -	19	20	39			
Coal - - -	3	3	6			
	194	195	389			
METROPOLITAN :						
Passenger - - -	79	79	158	Two. On mixed gauge.	Trains run between hours of 6.0 a.m. and 12.0 p.m.	
Do. (Great Northern)	13	12	25			
	92	91	183			

The number of trains on the London and Blackwall Railway between Stepney Junction and Fenchurch Street only shows what a very large amount of traffic can be worked under good management.

It is impossible for any one who carefully examines and considers the facts embodied in the preceding statement, assuming it to be correct, to arrive at any other conclusion, as regards the western and that portion of the proposed outer circle of the *Metropolitan District* Scheme, situated between the Hampstead Junction and the Midland Extension to London Railways, than that no necessity for its construction exists at the present time.

With respect to the portion east of the Hampstead Junction Railway additional Railway accommodation is wanted: whether it should be supplied by an entirely new Line or by widening the North London Railway is a proper subject for examination. As regards the eastern portion of that circle, it is mixed up with the question of affording Railway communication between the Lines north and south of the Thames on the eastern side of the Metropolis, which is proposed to be afforded by portions of two other competing schemes, viz., the *East London* and the *Metropolitan Grand Union*.

Communication
across the River,
eastern side of
London.

I should add, that, as a general rule, applicable to the consideration of this and all other Railway Schemes relating to so limited an area as the Metropolitan Railway District, it would be attended with the greatest advantage to the public, and the least destruction to property, to widen existing Railways, and enlarge existing Station accommodation for Passengers and Goods, rather than to authorize new Lines of Railway when the necessity is not very clearly proved to exist.

Thus the North London Railway Company have bought lands for two other Lines of Railway between Camden Town and Kingsland, and are authorized to lay down one additional line of way, and their authorized City Branch from Kingsland to Liverpool Street is in course of construction for three lines of way.

It seems very questionable whether it would not be far more desirable that the North London Railway Company should proceed with the construction of the two additional Lines for which they have purchased the Land than for any other Company to construct an entirely new Line parallel to it at a distance of little more than a mile north of it.

Exorbitant and prohibitory charges for the carriage by Railway of minerals and goods from one district in the Metropolis to another should be abated by the Legislature, or they may reasonably be set up as a ground for a new Railway; and, in the event of any Railway Company not having the means of carrying such traffic, and not being prepared to obtain powers for providing the requisite accommodation, then a clear necessity for a new Line of Railway may be said to have arisen as far as any other Railway Company is concerned, which has sought unsuccessfully to have its traffic carried.

Inner Circle.

10. As regards an inner circle, or possibly an East and West Line of Railway, constructed as near as practicable to the great lines of street traffic, there can, I imagine, be little doubt that a connexion is wanted between the West London or West London Extension Railway on one side and the Eastern portions of the Metropolis on the other. But a doubt may exist whether the construction of such a Line would compensate for the inconveniences and annoyances to which a portion of the public would be subject while the Line was in course of construction. If that doubt be set aside or be favourably disposed of, the main question that requires to be investigated is whether such a Line should be made in connexion with the Charing Cross Railway in an easterly, and westerly direction, partly on the North and partly on the South Bank of the Thames, removed from the great stream of traffic along the Strand, Fleet Street, &c., or independent of it altogether, north of the Thames and in connexion with the existing and authorized Metropolitan Railway. There are advantages attendant on the completion of an inner circle of Railways of limited area, which cannot be obtained by any other system. Thus, as regards Passenger Traffic no large Terminal Stations are required in the crowded parts of the Metropolis, and the very heavy expense involved in the purchase of land for these Terminal Stations need not be incurred.

Assuming that a decision is obtained in favour of the completion of an inner circle of Railways, the next question that arises is, as to the use which shall be made of that circle, because on it must depend the nature of the works that will require to be sanctioned.

If it is intended that the proposed inner circle shall be restricted to trains that will tend materially to lessen omnibus traffic along the main thoroughfares and streets, in order that it may have much effect in diminishing that traffic, the trains must run in very quick succession from each other and not probably at a greater interval apart than five minutes during certain hours of the day; because the public generally will not go out of their route and wait at a Railway Station, unless they feel sure that they can reach their destination quicker than by cab or omnibus. Again, dependent on the rapidity with which trains are permitted to follow each other will be the time in which the whole journey from East to West can be performed, as the interval of time must to a great extent depend on the proximity of the signal stations to each other.

Is that inner circle then to be limited to Omnibus Trains following each other at very short intervals of time apart, stopping at some few exchange stations at the West End of London to take in or put out traffic arriving from or proceeding to the Suburban Districts by other Trains? Or shall the inner circle be made a common road for the Suburban Trains of all Lines with which it is connected, with power to drop or lift

Mode of work-
ing Inner
Circle.

traffic at every station, and thus permitting the Suburban as well as the Omnibus Trains to circulate freely along the inner circle, as intended by the *Metropolitan Grand Union* and other projects? It is scarcely possible to exaggerate the importance that attaches to the solution of this question.

There is a very general concurrence of opinion that the long passenger traffic of the Main Trunk Lines should be collected and discharged at the present Terminal Stations of the Company by which it is carried from or brought to London; but opinions differ as to the best mode of distributing the residential Suburban traffic. It appears to me that it would be an enormous convenience to that portion of the public, who are represented as amounting to many hundreds of thousands daily, and attended with some saving of time and some considerable diminution of cab and omnibus traffic, if the Suburban Trains can be allowed to circulate along the inner circle or circles, and to put out and take up passengers at the stations most convenient to their residences or houses of business.

Distribution of Suburban Traffic.

11. Another point, in connexion with this inner circle, that requires to be fully considered is, whether any additional Terminal Station should be allowed to be established within that circle? Moorgate Street, proposed in the *East London Scheme*, is undoubtedly a good site for a Terminal Station for the City, which is more than can be said with reference to the intended *Great Eastern Station at Wormwood Street*, a narrow thoroughfare, now not more than 20 feet wide between the pavements, with considerable traffic on it. Farringdon Street again is a good site for a Station, but it is not so near to the Bank as Finsbury Circus; and the main question to be considered is, should a Terminal Station be permitted to be established so close as Moorgate Street to the Bank, the focus to which the great bulk of the general traffic in the City is directed? The expediency of allowing it appears exceedingly questionable.

Terminal Stations in the City within Inner Circle.

Theoretically, the most perfect system of Railway communication for the Metropolis, would consist in the establishment of radiating Main Lines directed to one focus or centre, but the impracticability and inexpediency of such a system of Lines has long been apparent, and the great Companies approaching London in various directions have for many reasons established their Terminal Stations outside the most closely peopled parts of the Metropolis, and there in my opinion they should be forced to remain, or at least, not be allowed to penetrate within the inner circle.

12. It cannot fail to occur to all who have studied the progress of Railways in London, that generally sufficient allowance has not been made for the magnitude of the traffic requiring to travel over the various lines; and this is more particularly observable in respect of Railways on the south bank of the Thames, which on the whole is very much better provided with Railway communication than the north bank of the Thames. Hence it has happened in nearly all cases, that it has been found necessary to increase the number of Lines of way for each Railway. It is unnecessary to mention instances as the facts are well known. In what is now about to be done on the north side of the Thames, if anything is to be done, it is important that this should be very well considered; so that if an inner circle or an East and West Line of Railway is to be established, say along the Thames embankment or elsewhere, the number of Lines laid down may reasonably be expected to prove sufficient for the traffic for a considerable number of years, and the necessity for adding works in the same locality in a short time be avoided, since it cannot be denied that the construction of Railways or similar undertakings in the heart of London is a very great nuisance during the time the work is in hand.

Railways in London constructed with too little accommodation.

13. Only a small portion of the Schemes brought forward apparently originate with Railway Companies, and the Directors of the London and North-western Railway Company have addressed two letters to the Board of Trade, which have since been printed and circulated, in which they explain their views, and point out in what manner they conceive the interests of the public and Railway proprietors can be most efficiently served in the execution of additional Railway works in London.

Views entertained by the London and North-western Railway Company.

They admit that some further extension of Railway communication in and about the Metropolis is desirable in the public interest, and they forward a map showing in what manner they conceive that such extension should take place.

This map shows a modification of the *East London Railway Scheme*, in the doing away with a Central Terminus at Moorgate Street, in the prolongation of the Great Eastern Railway adjacent to the North London Liverpool Street Station, and in effecting a Junction with the Metropolitan Extension to Finsbury Circus, and with the South London Railways near New Cross through the Thames Tunnel.

They also express their willingness to unite with all the parties interested in the interchange of facilities on equal terms, and in such arrangements generally as may conduce most to the public convenience and to the mutual advantage of the proprietors of the different Railways.

They are not in favour of the construction of an inner circle of Railways, but if it should be deemed expedient, in consideration of the great streams of traffic east and west, to form another line of communication in that direction so as to accommodate the population on the north bank of the Thames as that on the south is accommodated by the Lines of the South-western and South-eastern Companies, the Directors will be prepared to co-operate for such an object.

The letters referred to are most important, and the subject will, I have no doubt, receive, as it deserves, full consideration.

14. Railways Nos. 6, 7, 8, 9, 32, 33, and 34, of the *Metropolitan District Scheme*, and the proposed *Metropolitan Railway Extension to Trinity Square, Tower Hill*, connect the West London Railway at Kensington with the Metropolitan Railway at Finsbury Circus; *Railways Nos. 1 and 2 of the Metropolitan Grand Union* do the same; and the *Charing Cross Western* proposes to unite the West London Railway with the Charing Cross Railway, and thus eventually to form connected Railway communication as far as Cannon Street and London Bridge; these Railways are all, strictly speaking, competing Lines; but as at present understood, the *Metropolitan District Scheme* does not stand on the same conditions as the other two, inasmuch as Passenger Traffic from the West London Railway is to proceed to Brompton, and then all Passengers will have to change into carriages that circulate round the inner circle of the *Metropolitan District*.

The *London Main Trunk Underground* is another competing Scheme for a portion of the same District, viz., from Finsbury Circus to Blackfriars Bridge; and the *Victoria Station and Thames Embankment Scheme*, which proposes a tunnel of limited dimensions, to be worked on the pneumatic principle, is another Line over a portion of the same ground, but not extended so far to the east or to the west.

The Promoters of the *Victoria Station and Thames Embankment Scheme* only submit that the Pneumatic system is more advantageous than the Locomotive system, where the Line is solely intended for local traffic, as in the *Oxford Street and City Railway* project, and it is doubtful whether this can be said to be the case with respect to any Lines proposing to connect the Railways on the eastern and western sides of the Metropolis together.

15. A somewhat novel feature, deserving of careful examination, is presented in two of the schemes at the eastern side of the Metropolis, viz., the formation of Lines of Railway above each other for some portions of their length, for the purpose of effecting Junctions between the Railways proposed to be made in sunkways, and the existing Railways in that locality which are all on viaducts. These are the *East London* and the *Metropolitan Grand Union Railway Schemes*. The *East London Scheme* proposes to connect, by means of the Thames Tunnel, the London and Brighton and South-eastern Railways south of the Thames, with the Great Eastern and Metropolitan north of it, and to form a Low Level Station near Moorgate Street; and by a second tier of Railways placed above the other, or mostly so, to unite them with the North London City Branch and Haydon Square Branch of the London and North-western Railway, and to make a High Level Station at Moorgate Street. The *London Grand Union* proposes to connect the Railways south of the Thames, by a High Level Bridge, with the London and Blackwall, North London City Branch, and *Great Eastern* proposed Extension to Wormwood Street, which are all on viaducts; at the same time that a Low Level Railway is proposed to form a part of an inner circle completed by the Metropolitan Railway. The object of these arrangements is to economise as much as possible the quantity of land required for the making of these Junction Lines.

16. Three Schemes are proposed for uniting the Charing Cross Railway and the South-eastern System at Charing Cross with the Northern Lines: these are the *Charing Cross Northern* and the *Tottenham and Hampstead Junction Extension to Charing Cross Schemes*, which propose to connect the Charing Cross with the London and North-western, the Midland, and the Great Northern Railways; and the latter project also makes a connexion with the Cambridge Line of the Great Eastern Railway; and a third Scheme, the *Hampstead, Midland, North-western, and Charing Cross Railway* connects the Charing Cross Line with the London and North-western and the Metropolitan Railways. I am, however, informed by the Engineer of this last Scheme, that it is intended to abandon the Junction with the Metropolitan, so that it will then

Competing
Schemes for a
Line running
east and west.

Junction be-
tween existing
and proposed
Railways in the
City: peculiar
arrangements.

Connexion be-
tween Northern
and Southern
Railways at the
West End.

only connect the London and North-western and Charing Cross Lines. It may, however, be observed, that it is understood the Great Northern Railway Company have already secured a route through the Metropolis, by way of the Metropolitan Railway, to the London, Chatham, and Dover (Metropolitan Extension), and there are proposals among the present Schemes for securing a similar advantage to the Midland Railway Company. Hence these Companies will be more advantageously situated than the London and North-western, as regards Railway connexion passing through London to the Railways south of the Thames.

The *Charing Cross Western* and the *Tottenham and Hampstead Junction Extension to Charing Cross* accomplish much more than the *Hampstead, Midland, North-western, and Charing Cross* project, but they also pass through and destroy a good deal of property.

It would probably be requisite to provide against making Charing Cross a Terminal Station for the Great Northern, the Midland, the London and North-western and Great Eastern Railways in addition to the use for which it was constructed, the Charing Cross and South-eastern Railways, and possibly also for the London and South-western Railway.

17. At the East End it will be seen that three projects propose to connect the Railways north and south of the Thames on the eastern side of the Metropolis. These are the *Metropolitan District* and *Metropolitan Grand Union* by High Level Bridges at Limehouse and Tower Hill, and the *East London*, which proposes to utilize the Thames Tunnel.

At the East
End.

The construction of High Level Bridges across the Thames of the dimensions proposed would be works of much greater magnitude than any which have yet been attempted in this country, and they could not fail to be very costly.

If the difficulty which has been anticipated in the construction of a tunnel from the north end of the Thames Tunnel and passing under the London Docks can be overcome at moderate expense, it would seem desirable to endeavour to utilize the Thames Tunnel, and save the expenditure of a large sum of money in the construction of a High Level Bridge across the Thames.

18. *Railways No. 38 of the Great Eastern Metropolitan Station and Railways*, the *North London (Kingsland and Tottenham)*, the *Walthamstow, Clapton, and City*, and the *Tottenham and Farringdon Street*, are competing schemes for the supply of Railway communication to the districts of Clapton, Stoke Newington, Edmonton, Tottenham, and Walthamstow—while the *Tottenham and Farringdon Street* Scheme must be examined in connexion with the proposed establishment of a new central Terminus for the Great Eastern Railway, which is also proposed to be provided for by *Railways Nos. 1 and 2 of the Great Eastern, Metropolitan Station and Railways*; by *Railways Nos. 1, 5, and 6 of the East London*, and by *Railways Nos. 1 and 2 of the London Main Trunk Underground*. The Great Eastern Line is not connected with any Line of Railway running to the west, as recommended in the Report of the Select Committee of the House of Lords, the other schemes are connected either with the Metropolitan Railway at Finsbury Circus or with the London, Chatham, and Dover Railway at Ludgate Hill and Farringdon Street.

Railway for a
Suburban Dis-
trict.

Central Ter-
minus for the
Great Eastern
Railway.

19. In the event of an inner circle of Railways, or an East and West Line of Railway, north of the Thames, being considered essential, it is a question for consideration whether it could not be combined with Lines that will unite the Railways north and south of the Thames on the eastern side of the Metropolis, and with other Lines placed on a higher level, (lying partly over the course of such sunk Lines,) that will connect the principal Railways already constructed on viaducts in that locality, such as the London and Blackwall, North London City Branch, (in course of construction), and the Great Eastern.

If this can be done, and means devised by which mutual co-operation instead of antagonism can be ensured or enforced among Railway Companies, less than one third of the length of Lines proposed in the largest scheme of the present Session, would more than suffice to place the Metropolis in a far better position as regards Railway communication than if that scheme were executed in its integrity.

20. It may not be irrelevant to remark, with respect to the manner in which it is intended to construct the proposed Railways along the Thames Embankment, that some of the Lines are not throughout under the roadway, and are represented as being in open cutting, while others are in a tunnel or covered way.

Construction
of Lines along
Thames Em-
bankment.

In such a locality, along the course of a new roadway, purposely to be constructed, for one of its objects, to liberate traffic from the overcrowded streets, a tunnel or covered way is absolutely necessary, and openings might be allowed at the Passenger stations to facilitate the ventilation of the tunnel.

Railways under crowded thoroughfares or clear of them.

21. Another point should not escape notice. In many instances it is proposed to carry the proposed Lines under the centre of a street or road of great traffic for considerable distances, such as Tottenham Court Road, Victoria Street, Cannon Street, &c., while some of the competing Schemes keep clear but at the side of the same street or road, except where it is impracticable to do so. In the former case there is less cost to the Railway Company, but much more inconvenience and annoyance to the public, and probably serious loss to the occupiers of houses at the sides of the street, dependent on the mode adopted for carrying on the work and the length of time it is in hand; the other course is attended with great additional cost to the Railway Company for the purchase of the lands and buildings required to enable the Railway to be made clear of the street, and with great annoyance and in many instances much inconvenience and loss to the occupiers of the houses who are required to remove.

When the construction of such Lines cannot be carried on without stopping up crowded thoroughfares, it seems preferable that Railways should be carried behind houses and not under streets. The case is, however, altogether different when it has been determined upon to undertake the construction of a new street, or to widen an existing one that urgently requires it. The opportunity should not be lost of utilizing the space beneath the street, and the cost to the Railway Company will be lessened without inconvenience or annoyance to the occupiers of houses or the public generally.

Junctions over streets. Number of Lines should be named.

22. Where the proposed Railways are on viaducts, it frequently happens that the Junctions occur over or near important streets or roads, and unless the number of Lines which may be laid down over such streets or roads is named in the Bill, as is now done with respect to the crossing of public roads on the level, there will be nothing to prevent a Railway Company from covering the whole of the width included within the limits of deviation shown on the plans with Lines of Railway, in order to increase its accommodation; and thus the street or roadway may be materially damaged.

23. DESCRIPTIVE ACCOUNT OF THE VARIOUS RAILWAYS PROPOSED TO BE CONSTRUCTED WITHIN THE METROPOLITAN RAILWAY DISTRICT.

1. *Charing Cross Railway (Additional Lands).*

Object of Scheme.

The plans relating to this Line show certain lands in several parishes in the City, in the vicinity of Dowgate Hill, College Street, Scott's Yard, and Bush Lane, proposed to be acquired for station and other purposes. It is proposed to raise 90,000*l.* by shares, and 30,000*l.* by loan.

2. *Charing Cross Northern Railway.*

Object of Scheme.

It is proposed by this Scheme of three separate Railways, whose total length is 3 miles and 28·90 chains, to connect the Charing Cross with the Great Northern, the authorized Midland (Extension to London), and the London and North-western Railways. 2,000,000*l.* is to be raised by shares and 650,000*l.* by loan.

Description of Line.

Railway No. 1, two miles in length, commences at a Junction with the Charing Cross Railway at the south end of the fan of the river bridge, and passes under the West Strand, King William Street, under the eastern side of St. Martin's Lane to its Junction with Long Acre, and thence for a short distance under Upper St. Martin's Lane, near Seven Dials, thence in a north-easterly direction across High Holborn, and thence northwards between King Street and Red Lion Square, east of Queen Square, west of Brunswick Square, and thence in a direct line to a Junction with the Great Northern Railway at King's Cross Station at the north end of the platform. This Line passes over the Main Line of the Metropolitan Railway and also over the Branch Down Line to the Great Northern Railway from King's Cross Metropolitan Station.

There are steep inclines at the two extremities of this Line, 1 in 45 descending from the Charing Cross Bridge, and 1 in 60 rising from the Euston Road to the Great Northern Railway, and an incline of 1 in 80 for rather more than three-quarters of a mile. The sharpest curve has a radius of 10 chains.

Railway No. 2, 44 chains in length, commences at a Junction with Railway No. 1, near Argyle Street, and proceeds thence, northwards, under the Euston Road, and over the Metropolitan Railway to a Junction with the authorized Line of the Midland Railway (Extension to London) near the St. Pancras Workhouse.

The greater proportion of the whole length is on a steep incline of 1 in 60, and the sharpest curve has a radius of 17 chains.

Railway No. 3, 64·9 chains in length, commences at a Junction with Railway No. 1 at Brunswick Mews, and thence northwards, east of Burton Crescent, under the Euston Road and over the Metropolitan Railway opposite Chalton Street, and thence on the eastern side of Euston Square Station to a Junction with the London and North-western Railway at Amptill Square. The steepest gradient on the line is 1 in 105, and the sharpest curve has a radius of 12 chains.

I am informed that it is proposed to lay down four Lines of Railway from Charing Cross to the Junction with the branch to the London and North-western Railway at Brunswick Mews, three Lines of way from Brunswick Mews to the Junction at Argyle Street, and the three branches to the three Railway Stations are each to be laid with two Lines of way. With the exception of the branch to the Midland Railway, the whole of the Lines are to be constructed in a sunk way, with side retaining walls, with the exception of the bridges and a short tunnel of 232 yards in length.

It is proposed to construct a low-level local Station at Charing Cross, close to the Thames Embankment and adjacent to the present station, and communicating with it, so that passengers brought by trains from the Termini at King's Cross and Euston Square may proceed by numerous trains to the City and London Bridge. The promoters do not propose to supersede the Termini of the Great Northern, Midland, and London and North-western Railways, but to make Junctions with those Railways at their Termini, and to connect them with the Railways south of the Thames.

It is intended to raise the Euston Road 5 feet where the Lines to the Great Northern and Midland cross it, and 5 feet 9 inches where the Line to the London and North-western crosses it, and some other streets will also require to be raised to a less extent and certain others to be stopped up.

The most objectionable feature connected with this Scheme is the position of the Junctions, with the Charing Cross and London and North-western and Midland Railways, as it would apparently be necessary to shunt all trains arriving and departing, in one direction, if the terminal station platforms of these Railways are to be made use of.

Observations.

This Railway intersects the proposed *Tottenham and Hampstead Junction Extension to Charing Cross Railway* at Little Queen Street, and the *Oxford Street and City Railway* near the same spot, and the levels of these Lines are such that neither of the other Lines could be made if this one is sanctioned.

In the event of a Railway along and under the Thames Embankment be authorized there would be no difficulty in connecting this Line with it, if deemed desirable.

3. Charing Cross Western Railway.

This Scheme, consisting of three separate Railways and a total length of six miles 4·59 chains, proposes to connect the Charing Cross Railway with the districts of Lambeth, Westminster, Pimlico, Chelsea, Brompton, Kensington, and Hammersmith, and with the West London Railway, and thus to give those districts and localities direct Railway access to Charing Cross, the City (Cannon Street,) London Bridge, and all places in Railway communication with these Termini. The estimated cost is 2,600,000*l.*, to be raised by shares and 850,000*l.* by loan, for two Lines of Railway throughout.

Object of Scheme.

Railway No. 1, 5 miles 6·06 chains in length, commences at a Junction with the Charing Cross Railway at the Bridge over the Waterloo Road, close to the London and South-western Waterloo Station, and thence on a viaduct 2,200 yards in length, parallel and close to the north side of the London and South-western Railway to beyond the Lambeth Road, and thence across the Thames to Holywell Street by a bridge of seven arches, (with spans varying from 95 to 120 feet and from 16 to 20 feet above Trinity high-water mark,) a short distance south of the Lambeth Suspension Bridge. The line then passes from an embankment into an open cutting through a portion of Westminster, west of but close to the Grey Coat Hospital, north of St. Margaret's Hospital and the New Bridewell, across Victoria Street, Vauxhall Bridge Road, near the Victoria Station, Pimlico, and thence across Sloane Square in a tunnel 23 feet below the surface, and thence south of Cromwell Road and the Exhibition Building, under Pelham Place and through open ground in the parish of St. Mary Abbott, Kensington, rising above the surface and passing over the West London Extension Railway, to

Description of Line.

a junction with the West London Railway south of the Hammersmith Road, and the West London Kensington Station.

Railway, No. 2, 23.52 chains in length, on a viaduct throughout, commences at a Junction with the Charing Cross Railway at the south shore of the river Thames and ends at a Junction with Railway No. 1, between Granby and York Streets.

Railway No. 3, 55 chains in length, commences at a Junction with Railway No. 1, where it crosses over the West London Extension Railway, and thence on an embankment through open ground, and terminates at the Red Cow Lane at its Junction with the Hammersmith Road.

The gradients on these Railways are all favourable, with the exception of those on Railway No. 1. at the crossing of the river Thames where there are short rising and falling inclines of 1 in 78, immediately succeeded by a steeper incline of 1 in 55, for near $\frac{3}{8}$ of a mile, and by a rising incline of 1 in 60, to get over the West London Extension Railway, and falling inclines of 1 in 90 and 1 in 86, after passing No. 1 and No. 3 Railways over it. The sharpest curve on the Line is of $13\frac{1}{2}$ chains radius, and, except in one or two cases, the curves in the line are not made with less than 20 chains radius. The levels of four streets are proposed to be altered, others are to be diverted, and some few to be stopped up.

Where the Line passes through house property on the north side of the Thames it is to be sunk below the level of the streets in open cutting, with retaining walls.

Observations. The contiguity of the line of viaduct on the south side of the Thames will afford a ready means of bringing the London and South-western traffic to the Charing Cross and Cannon Street Stations, without requiring it to go through the crowded Waterloo Terminus.

This Scheme requires the construction of another Railway Bridge over the river Thames. For portions of the Line there is great similarity between this Scheme and the *Metropolitan District* and *Metropolitan Grand Union* projects, which cross each other several times, and the levels are such that no two of these schemes could be made without modifications. This Line also crosses the *Metropolitan Extension to Notting Hill*, and the *Victoria Station and Thames Embankment* Scheme, and the same remark is applicable.

4. East London Railway.

Object of Scheme. By this Scheme it is proposed to establish a City Station at Moorgate Street, both on a high and low level; to connect the Great Eastern with the Metropolitan Railway at Finsbury Circus, and the Metropolitan, the North London (City Branch,) the London and North-western Goods Branch to Haydon Square, and the Great Eastern with the Railways south of the Thames at the eastern side of the Metropolis.

The Railways in this Scheme, 14 in number and with a total length of 7 miles 65.48 chains, are all proposed to be constructed with a double line of Railway and, it is estimated, at an expense of 2,015,000*l.*, to be raised by shares and 670,000*l.* by loan.

Description of Line. Railway No. 1, 3 miles 58.50 chains in length, commences at a Junction with the Great Eastern Railway at Tap Street, Bethnal Green, and proceeds in a south-westerly and southerly direction, between the Jews Cemetery and the Whitechapel and Spitalfields Workhouse, by a falling incline of 1 in 66 under the Whitechapel and Commercial Roads, and thence in a south-easterly direction by a steep incline of 1 in 50 for a short distance, passing under the Blackwall Railway, and thence either in open cutting or covered ways on falling inclines of 1 in 50 and 1 in 60 under the London Docks, and into and through the Thames Tunnel on inclines of 1 in 50, falling and rising, thence on a rising incline of 1 in 70, partly in a covered way but mostly in open cutting by the western side of the Grand Surrey Timber Docks, under the Deptford Lower Road, the Deptford Branch, and the South-eastern Railways, over the Grand Surrey Canal, and terminates near New Cross Station. The sharpest curve has a radius of 14 chains.

Railway No. 2, 16.92 chains in length, is a short line connecting the Great Eastern Railway east of Brick Lane Goods Station with Railway No. 1. The Junction curve has a radius of 9 chains, and the falling incline is 1 in 63, for the greater part of the length.

Railway No. 3, 11.60 chains in length, is another short Line, connecting Railway No. 1 with the Deptford Branch of the London, Brighton, and South Coast Railway in the parish of Saint Paul Deptford. The Junction curve has a radius of 12 chains, and the incline is 1 in 92.

Railway No. 4, 31.20 chains in length, connects Railway No. 1 with the South-eastern Railway, also in the same locality as the last Railway. The sharpest curve

has a radius of 24 chains, and the steepest incline is 1 in 60. This connecting Line passes over the Deptford Branch of the London, Brighton, and South Coast Railway. Description of Line.

Railway No. 5, 34.15 chains in length, commences under Aldgate High Street, and proceeds in an easterly direction to a Junction with Railway No. 1 at Severn Street. The whole length is in open cutting or sunkway. The steepest incline is 1 in 60; and the sharpest curve 14 chains radius.

Railway No. 11, 30.20 chains, connects Railway No. 5 near Nelson Street with Railway No. 1 at Charlotte Street. The Line is entirely in open cutting or sunkway, the sharpest curve has a radius of 23 chains, and the steepest gradient is 1 in 137.

Railway No. 6, 61.62 chains in length, commences at a Junction near Little Moor Fields with the authorized Line of the Metropolitan Railway (Finsbury Extension) and from thence it proceeds eastwards, south of Finsbury Circus, under Liverpool Street, Bishopsgate Street, and thence along a curved line to a Junction with the commencement of Railway No. 5, under Aldgate High Street. The Line is constructed entirely as an open cutting or sunkway. There are about 2 chains length of an incline of 1 in 50, and 1 chain's length of 1 in 59, and $1\frac{1}{2}$ chains length of 1 in 99, but with those exceptions the steepest gradient is 1 in 146. The sharpest curves, of which there are several on the first half of this Railway, have a radius of 10 chains.

Railway No. 7, 17.35 chains in length, commences at Little Bell Alley, Moorgate Street, and joins Railway No. 6 between Liverpool Street and Bloomfield Street. It is constructed throughout on a level in open cutting or sunkway. The Junction curves have radii of 10 chains.

Thus far the Railways described are proposed to be constructed almost entirely on a low level in open cuttings or sunkways; but—

Railway No. 8, 45.86 chains in length, commences at a Junction at Sun Street with the authorized Line of the North London Railway (City Branch) in course of construction, and proceeds in a southerly and easterly direction, either contiguous to or partly over the Line of Railway No. 6, but forms no Junction with it, as it is constructed on a viaduct or embankment, and after passing over Bishopsgate Street Without, descends by inclines of 1 in 63 and 1 in 50 to a Junction at Aldgate High Street with the commencement of Railway No. 5, and the termination of Railway No. 6. The sharpest curves are laid out with radii of 10 chains.

Railway No. 9, 28.65 chains in length, is constructed partly over a portion of Railway No. 6, and entirely over Railway No. 7, the difference in the level of the rails being 35 feet. The Line commences at Little Bell Alley, Moorgate Street, and ends at a Junction with Railway No. 8, close to the crossing over Bishopsgate Street. The curves are laid out with radii of 10 chains. The steepest gradient is 1 in 136.

Railway No. 10, 4.35 chains in length, is a short Line uniting Railway No. 9 with the authorized Line of the North London Railway City Branch at its termination at Liverpool Street. It is constructed on a gradient of 1 in 127, and the curve has a radius of 10 chains.

Railway No. 12, 39.85 chains in length, commences at a Junction with Railway No. 8 near Cutter Street, Houndsditch, and proceeds along the Line of Railway No. 6, for the greater portion of its length but on a higher level, to a Junction with the Haydon Square Branch of the London and North-western Railway at Mansell Street. The steepest gradient is 1 in 75, and the sharpest curve 8 chains radius.

Railway No. 13, 5.33 chains in length, is a short Line connecting Railway No. 12 with the Haydon Square Goods Station. Steepest gradient 1 in 66; sharpest curve 8 chains radius.

In addition to the preceding Railways, there is a short branch, 6.60 chains in length, connecting Railway No. 1 with the London, Brighton, and South Coast Railway at New Cross. The curve is an easy one, and the Line rises to the Junction with the London, Brighton, and South Coast Railway on inclines of 1 in 64 and 1 in 114. At New Cross about four acres of land are proposed to be taken for station accommodation, and three acres at Moorgate Street, City; but as it is proposed at that place to have one Line above another, the area for station purposes may be considered nearly equal to about six acres. The Line is proposed to accommodate both local and through traffic. Land for Station purposes.

In the ascent and descent from the high to the low level systems of Railways a good many streets apparently of minor importance have either to be stopped up, diverted, or altered as regards levels.

The commencement of this Line at Moorgate Street is designed as a Terminal Station, but it is somewhat deficient in length for the accommodation of a large amount of traffic. Observations.

Observations. This appears to be a carefully prepared scheme, but no connexion is formed with the London and Blackwall Railway.

Railway No. 1 conflicts with the construction of the short Junction Line No. 8 of the *Great Eastern (Junctions)*; and the lines above the surface in the City in this Scheme conflict with the lines above the surface proposed by the *Great Eastern Railway No. 1 to Wormwood Street*, and the *Metropolitan Grand Union* lines above the surface to the *North London City Branch* and to the proposed *Great Eastern Extension to Wormwood Street*. At the same time that the Railways proposed to be constructed in sunkways cross and conflict with similar lines proposed by the following schemes,—*Metropolitan Extension to Trinity Square, Tower Hill, Metropolitan Grand Union Railways No. 23, London Main Trunk Underground*.

5. *Great Eastern Railway (Junctions).*

Junction at Stratford. This Line is beyond the limits of the Metropolitan Railway district, so that it need not be noticed.

Description of Line. Junction Railway No. 8, 20·15 chains in length, commences at a Junction with a siding on the south side of the Great Eastern Railway, close to but east of the Hoist at Brick Lane Goods Station, and proceeds eastwards for a short distance parallel to the Great Eastern Main Line, and then curves round and runs south, and ends on a lower level on the western side of the Jews' Cemetery. There is a very steep incline of 1 in 40 for about 15 chains in length, and the curve has only a radius of 5 chains.

Observations. I conclude that this Line is intended ultimately to afford Railway communication between the Main Line on the Viaduct and the Goods Yard at Brick Lane below.

The construction of this Junction Line would interfere with *Railway No. 1 of the East London Railway*.

6. *Great Eastern Railway (Metropolitan Station and Railways).*

Object of Scheme. This Scheme, consisting of ten Railways, with a total length of 15 miles 40·20 chains, at the cost of 1,363,000*l.*, to be raised by shares, and 454,330*l.*, by loan, proposes to establish a more central Station for the Great Eastern Railway at Wormwood Street, not far from the proposed City Station of the North London Railway, and in addition to make several Lines connecting the Cambridge Line with the Main Line east of the Brick Lane Goods Station, and to provide additional Railway communication for certain suburban districts.

Description of Line. Railway No. 1, 41·10 chains in length, commences at the north side of Wormwood Street, and proceeds on a viaduct northwards over Liverpool Street, Sun Street, Shore-ditch, and terminates at the east side of Commercial Street.

This Line is intended to form a Terminal Station for the Great Eastern Railway. Some few streets are proposed to be stopped up. The gradients are favourable, and the sharpest curve has a radius of 12 chains.

Railway No. 2, 59·50 chains in length, commences where Railway No. 1 ends, thence eastwards on a viaduct for its whole length to the Eastern Counties Railway and alongside it, until it forms a Junction over Tap Street where Railway No. 2 ends.

Railway No. 3, 7 miles 55 chains in length, commences where Railway No. 2 ends over Tap Street, and proceeds in a northerly direction, at first on a viaduct 2,530 yards in length over the Bethnal Green Road, nearly parallel to the Cambridge Road, Cambridge Heath, over the Hackney Road, Regent's Canal, passing between Hackney and Dalston. The viaduct ends just after Richmond Road East is passed over, and the Line is then continued in the usual manner, and passes over the North London Railway, proceeds parallel to Amherst Road and Rectory Road, across Stoke Newington Common, under the Stamford Hill Turnpike Road, and crosses the authorized Line of the Tottenham and Hampstead Junction Railway, beyond Hanger Lane, on the level and nearly at right angles; thence over the Seven Sisters and West Green Roads, running nearly parallel to but west of the High Road to a Junction with the Enfield and Edmonton Branch of the Great Eastern Railway at Lower Edmonton. The steepest inclines on this Railway are short lengths of 1 in 80, and there are others of 1 in 94, 1 in 97, and 1 in 100. The sharpest curve at the Junction with Railway No. 2 and the Great Eastern over Tap Street has a radius of 12 chains; with this exception the sharpest curve has a radius of 20 chains.

Railways Nos. 4 and 11, respectively 18 and 24·50 chains in length, are short connecting Lines between Railway No. 3 and the North London Railway at Hackney. There are inclines of 1 in 80 and 1 in 70, and curves of 10 and 16 chains radii on these lines.

Railway No. 5, 66·30 chains in length, commences at a Junction with Railway No. 3, south of the authorized Line of the Tottenham and Hampstead Junction Railway which it apparently joins and prolongs in an easterly direction to a Junction with the Cambridge Line of the Great Eastern Railway, south of the High Road from Tottenham to Walthamstow. The steepest gradient is 1 in 100, and the shortest curve has a radius of 10 chains. Description of Line.

Railway No. 7, 13·90 chains in length, forms a short Junction in the opposite direction between Railway No. 5 and the Cambridge Line of the Great Eastern Railway. The steepest gradient has an inclination of 1 in 108, and the sharpest curve a radius of 8 chains.

Railway No. 6, 17½ chains in length, is a short connecting Line between Railway No. 3 and the authorized Line of the Tottenham and Hampstead Junction Railway, north of Hanger Lane at Tottenham. The gradient is 1 in 135, and the curve has a radius of 10 chains.

Railway No. 8, 3 miles 70·50 chains in length, commences at a Junction with Railway No. 3 at Dalston Lane, and proceeds thence in a north-easterly direction across Hackney Downs and between Upper and Lower Clapton, over the Upper Clapton Road, the River Lea, the Cambridge Line of the Great Eastern Railway, and thence nearly parallel to Marsh Street, Church Road and Lane to Walthamstow, where it is proposed to unite with an intended New Line to High Beech. The ruling gradient on the Line is 1 in 80, and the sharpest curve has a radius of 12 chains.

Railway No. 9, 40·59 chains in length, connects Railway No. 8 with the Cambridge Line of the Great Eastern Railway; the steepest gradient is 1 in 132, and the Junction curve has a radius of 32 chains.

Railway No. 10, 33·40 chains, is another connecting Line between the Great Eastern Cambridge Line and Railway No. 8, laid horizontal, the curve having a radius of 8 chains.

It may be pointed out that by this project the Great Eastern City Station is not in connexion with any Line of Railway running to the west as suggested in the Report of the Select Committee of the House of Lords, and the fitness of placing a Terminal Station at so narrow a street as Wormwood Street seems very doubtful. Observations.

The *East London Railway* Scheme proposes to establish a Terminal Station for the use of this Railway at Moorgate Street, and the *London Main Trunk Underground* a Station at Aldgate for the same purpose. These projects will have to be taken into consideration in connexion with Railways Nos. 1 and 2 of this project. Again, the *North London, Kingsland, and Tottenham Branch*, and the *Walthamstow, Clapton, and City Railway*, are competing Schemes to Railways Nos. 3 and 8 of this Scheme.

The crossing of the Tottenham and Hampstead Junction Railway on the level at right angles, is very objectionable.

7. Great Northern and Victoria Station Railway.

This Scheme, whose length is 8 miles 62·50 chains, is proposed to connect the Great Northern at Barnet with the West London Railway at Willesden. The estimated cost is 200,000*l.*, to be raised by shares, in addition to 66,000*l.* by loan. Object of Scheme.

Railway No. 1, 8 miles 62·50 chains in length, commences at a Junction with the Great Northern Railway at the road from Chipping Barnet to East Barnet, south of Barnet Station, and passes west of the Finchley Road, east of Hendon, under the authorized Lines of the Edgware, Highgate, and London Railway, the Midland Railway Extension to London and the Edgware Road, over the North and South-western Junction and the London and North-western Railways at Willesden, and ends at a Junction with the West London Railway at Willesden. The sharpest curve on the Line has a radius of 20 chains, and the steepest incline which adjoins the Junction with the West London Railway is 1 in 60, for a length nearly equal to half a mile. Description of Line.

This is, to a certain extent, a competing Scheme as regards a portion of its length with a portion of the *Metropolitan District* outer circle, and with *Railway No. 1 of the London Union Railway*. See observations on *London Union Railway*. Observation.

8. Great Northern Railway, No. 1.

In addition to the Barnet Railway named in this Bill, which is situated outside the limits of the Metropolitan Railway District, it is proposed to make a short Line, 9·95 chains in length, from the Company's coal and goods yard, King's Cross Station, to the houses on the north side of Cambridge Street. The Line is entirely on a viaduct, Description of Line.

and crosses over the Regent's Canal with 12 feet 6 inches headway. There is a curve of $4\frac{1}{2}$ chains radius. The steepest gradient is 1 in 150.

Observation.

This Line does not interfere with the construction of any other proposed Railway. The number of Lines over the Regent's Canal should be named.

9. *Hampstead, Midland, North-western, and Charing Cross Junction Railway.*

Object of Scheme.

This Scheme, consisting of five separate Railways, making up a total length of 5 miles 30·84 chains, proposes to connect the London and North-western and the Metropolitan Railways with the Charing Cross Railway and South-eastern system at Charing Cross, and to bring the local traffic from Hampstead, Kentish Town, and Tottenham Court Road, to the Thames Embankment at Charing Cross. The estimated cost of a double Line of Railway is 990,000*l.* to be raised by shares in addition to 330,000*l.* by loan.

Description of Line.

Railway No. 1, 3 miles 10·22 chains in length, commences under the centre of the Hampstead Road (a short distance north of the Chalk Farm turnpike gate), and proceeds in a tunnel throughout its whole length, along and under the centre of the Hampstead Road, passing under the North London Railway, Regent's Canal, London and North-western Railway, Metropolitan Railway, and the Tottenham Court Road, to its Junction with Oxford Street and High Street, and thence nearly in a direct line under blocks of buildings to the Junction of Upper St. Martin's Lane with Long Acre, and thence on the east side of St. Martin's Lane, under King William Street, the West Strand, 43 feet below the level of the street to the foreshore of the Thames, where it terminates under the authorized Thames Embankment (North Side).

The gradients on this Railway are favourable, as nothing steeper than 1 in 100 is shown, and that not for any long lengths.

The termination of the Line on the foreshore of the Thames is constructed on a very sharp curve of 8 chains radius, but at other parts of the Line the curves are favourable as well as on Railway No. 4.

Railway No. 4, 37·20 chains in length, commences at a Junction with the London and North-western Railway near the eastern end of the Primrose Hill Tunnel, and runs thence nearly parallel to the Adelaide Road to a Junction with Railway No. 1, a short distance from the Chalk Farm Turnpike Gate in the Hampstead Road. This Branch is partly in open cutting and partly in a tunnel which is mostly on a steep gradient of 1 in 60. The Junction with Railway No. 1 is made in a tunnel, the gradient being 1 in 100.

Railway No. 5, 21·5 chains in length, commences at a Junction with the London and North-western Railway under Stanhope Street Bridge near Mornington Crescent, and ends at a Junction with Railway No. 1, under the Hampstead Road opposite Cardington Street. The Junction with the London and North-western is made on the surface, that with Railway No. 1 is in a tunnel. The greater portion of this Railway consists of a tunnel 360 yards in length on a steep incline of 1 in 42.

Railway No. 6, 43·04 chains in length, commences at a Junction with Railway No. 1 in a tunnel at Lumber Court close to Little Tower Street, Seven Dials, thence, nearly parallel to Railway No. 1, to beyond Duke Street (but on a higher level, as the rails are only $19\frac{1}{2}$ feet below the level of the West Strand), and thence to a Junction with the Charing Cross Railway at the south end of the fan over the pier by a steep incline of 1 in 40 from under the West Strand. The sharpest curve has a radius of 10 chains.

Railway No. 8, 38·70 chains in length, in tunnel throughout, commences at a Junction with Railway No. 1, under Tottenham Court Road, opposite to Grafton Street, the point where Railway No. 7 terminates, and thence under the Euston Road and the Metropolitan Railway, Euston Square, Euston Road, and ends at a Junction with the Metropolitan Railway, a short distance to the east of Seymour Street. This Junction occurs in a tunnel. The steepest gradient is 1 in 127·2, and the sharpest curve has a radius of 10 chains.

New Streets.

In connexion with these Railways it is proposed to make a new street in continuation of Tottenham Court Road between High Street and Upper St. Martin's Lane, length 466 yards; a subway under the West Strand for foot passengers; and a new street, 160 yards in length, from King Street, including the widening of St. Martin's Lane, across the junction of Chandos Street and King William Street, across the Lowther Arcade, and midway between Buckingham and Villiers Streets, Strand, to the level of the roadway of the authorized Embankment of the Thames.

It does not appear that any Junction with the authorized Extension of the Midland Railway is formed.

Observations.

There can be no doubt that if a new street could be made and the present narrow streets widened between Tottenham Court Road and the Strand, a great public improvement would be effected.

The principal objections to this Scheme are, first, the length of the tunnel and the difficulty which may be experienced in ventilating it, if frequent trains are run; second, that nearly all the Junctions between the several Railways are made in tunnels, and some of these Junctions are on steep inclines; and third, the annoyance and inconvenience to which the occupiers of houses along the lines of streets proposed to be tunneled under will be subject while the work is in hand.

But I am informed by the engineer that it is not intended to interfere with the surface of the streets, except for a short length near the Terminus at Haverstock Hill, and that the construction will be carried out in a similar manner to the construction of the main sewers, by means of shafts at considerable distances apart, not erected in the streets, but in houses at the sides of the streets to be pulled down for the purpose. If the Line is sanctioned, this intention might be made compulsory, so as not to interfere with the streets.

The Junction with the Metropolitan Railway is, in my opinion, most objectionable and should not be sanctioned.

There is a very large amount of Omnibus traffic along the lines of streets and roads proposed to be tunneled under, and, as a local Line, it would probably carry a large number of passengers.

10. *London and Blackwall Railway (Extensions).*

This Scheme proposes to supply Railway accommodation to the Isle of Dogs and to the numerous manufacturing and trade premises on the banks of the Thames; to make a short Junction Line between the London and Blackwall and the London and Blackwall Extension Railways near Stepney, and to widen certain portions of the Main Line. The total length of new Lines is 3 miles 24·15 chains; and the estimate for the whole of the works 250,000*l.* to be raised by shares, in addition to 80,000*l.* by loan for a double line of way.

Railway No. 1, 2 miles 25 chains in length, commences at a Junction with the Main Line at Limehouse Station, and passes, for the first half of the Line, on a viaduct 1,890 yards in length, parallel to Bridge Street, between the West India Docks and the River, over the entrances from the River to the Docks in Limehouse Reach, and thence into the Isle of Dogs, parallel to Chevall Street and West Ferry Road, close to but east of the Millwall Iron Works, thence curving round and crossing the East Ferry Road on the level, and thence northwards, terminating at the west side of the Manchester Road. The steepest gradient on the Line is 1 in 115·7. There are sharp curves of 8 and 10 chains radius.

Railway No. 2, 19·80 chains, is a short branch to the River Thames, opposite Greenwich, between Bargues Street and Johnson Street from Railway No. 1, close to the proposed Level Crossing of East Ferry Road. There is a steep incline of 1 in 47·8 on this branch, and the curve has a radius of 12 chains.

Railway No. 3, 20·85 chains in length, is a short Line extending Railway No. 1 across the Manchester Road, proposed to be crossed on the level, to the River; and terminating in the Admiralty Yard north of Messrs. Westwood, Baillie, and Company's yard. There is a short incline of 1 in 96·3 on this branch, and the Junction curves have radii of 8 and 10 chains radius.

Railways 1, 2, and 3 provide Railway accommodation in a populous district.

Railway No. 4, 38·50 chains in length, commences at a Junction with the London and Blackwall Extension Railway over St. Paul's Road, and proceeds on a viaduct throughout its whole length to a Junction with the London and Blackwall Railway, over Island Row, passing and repassing over the Regent's Canal and sundry roads and streets. The steepest incline is 1 in 83·2, and there are sharp curves of 8 and 10 chains radius.

The construction of these Railways is not interfered with by any of the schemes now brought forward.

If the Railway into the Isle of Dogs is sanctioned this Junction Line would be very advantageous.

It is also proposed to widen the Main Line at the Fenchurch Street Station for a length of 10·12 chains, entirely on a viaduct, commencing at Cooper's Row, east of the bridge over Crutched Friars. Additional lands and houses are proposed to be taken for the purpose.

It is also proposed to widen the existing Line at the Stepney and Bow Extension for a length of 14·56 chains, entirely on a viaduct, between Dorset Street and Regent Street.

11. *London and North-western Railway (Additional Powers).*

Among the Plans relating to this Railway will be found two Branch Lines, respectively 54·75 and 55 chains in length, for connecting the Hampstead Junction Railway at Willesden with the Main Line of the London and North-western Railway, and with the West London Railway.

The Plans also show that it is proposed to make a new street from the entrance to the London and North-western Railway Station in Drummond Street to the Euston Road, Euston Square.

The Plans likewise show that it is proposed to acquire additional lands and buildings, to the extent of about two acres, adjoining the Liverpool Street City Station now in course of construction, and to construct an arching over Crown Street in the parish of St. Leonard, Shoreditch.

The Hampstead Junction Railway is situated to the north of the London and North-western Railway, and the West London Railway to the south of that Line, and the existing Junctions are inconvenient for the passage of traffic from one Line to the other.

The first Branch is proposed to give facilities for the division of the Passenger Traffic that arrives at Willesden by the London and North-western Railway into three routes; that for the City to pass by the Hampstead Junction and North London Railways; that for Euston Square by the Main Line; and that for Kensington and the South of London by the West London Railway.

The steepest inclines are 1 in 75 and 1 in 90, each for about 15 chains in length, and the sharpest curves have a radius of 12 chains.

The second Branch is designed to allow trains to pass from the Hampstead Junction to the West London Railway, and in an opposite direction, without crossing the London and North-western Railway on the level and without having to shunt.

The steepest gradient is 1 in 100, and the Junction curve has a radius of 12 chains.

It is very desirable that improvements of the kind here detailed should be made at Willesden, which place will probably supersede Camden as a ticket collecting Station.

12. *London and South-western Railway (Additional Works).*

This Scheme proposes to connect the London and South-western Railway with the West London Extension Railway so as to obtain access to the London, Chatham, and Dover Railway and the Victoria Station.

It is proposed to deviate about 70 yards length of the West London Extension Railway east of Falcon Lane, for the purpose of constructing a new portion of Railway, 71·80 chains in length, beginning at Plough Lane, connecting the Windsor and Richmond Line of the London and South-western Railway with the West London Extension Railway, leading to the London, Chatham, and Dover Railway.

There are curves of 12 chains radius, and a steep incline of 1 in 50, after passing over the connecting spur of the West London Extension Railway that runs to the Clapham Junction, in the descent to the Junction with the Main Line of that Railway, which passes under the Main Line of the London and South-western Railway at this point.

13. *London, Brighton, and South Coast Railway (Additional Powers).*

Railway No. 2, or Peckham Junction, 38 chains in length, commences at a Junction with the London, Brighton, and South Coast Railway Company's South London Line, 1863, passes over the same Line, and terminates at a Junction with the London, Chatham, and Dover Railway, Peckham Line, at Cow Lane, Camberwell. There is a steep incline of 1 in 80 for about 14 chains in length. The sharpest curves have a radius of 20 chains.

Railway No. 3, or the Brixton Junction, 20·75 chains in length, commences at a Junction with the London, Brighton, and South Coast Railway Company's South London Line, 1863, over Poplar Walk, and ends alongside of the same Line, over Barrington Road in the parish of St. Mary's, Lambeth, where it is to join a Line proposed to be constructed by the London, Chatham, and Dover Railway Company. It is on a Viaduct throughout.

It is also proposed to enlarge the Bricklayer's Arms Station, and to acquire lands for that purpose.

The other Railways referred to in these Plans are not within the Metropolitan Railway District.

14. *London, Brighton, and South Coast Railway (New Lines at Battersea).*

The object of these Lines is to enable the Passenger and Main Line Traffic and the local Traffic between Victoria Station, London Bridge, and the Crystal Palace, over the authorized South London Lines and the Crystal Palace and South London Junction Railways, to avoid the objectionable steep incline of 1 in 52 from the Victoria Bridge, and the sharp curve of 12 chains radius at Stewart's Lane, and thus to leave the existing Lines free for the Goods Traffic and for Locomotives to and from the Goods Station at Battersea.

Object of Scheme.

Railway No. 1, 1 mile 16·22 chains in length, commences at a Junction with the London, Brighton, and South Coast Railway at the south end of the Victoria Bridge, and proceeds thence in a southerly and westerly direction, over the London and South-western Railway, near Longhedge, and also over the London, Brighton, and South Coast West End and Crystal Palace Line, and the West London Extension Railway twice, and terminates at a Junction with the Main Line of the London, Brighton, and South Coast Railway at the bridge over the West London Extension Railway. The steepest gradient on the Line is 1 in 120, and the sharpest curve has a radius of 28 chains.

Description of Line.

The Line is to be constructed mostly on a viaduct for three lines of Railway (narrow gauge).

Railway No. 2, 53·75 chains in length, commences at a Junction with Railway No. 1, where it passes over the Prince of Wales's Road (proposed to be diverted), and thence proceeds in a south and easterly direction, over the London and South-western Railway, the West End and Crystal Palace Branch of the London, Brighton, and South Coast Railway, and over the sidings of the London, Chatham, and Dover Railway, and joins the Main Line of the London, Chatham, and Dover Railway at the north side of the Wandsworth Road. The Railway is to be constructed throughout on a viaduct for two Lines of Railway. The sharpest curve has a radius of 28 chains, and the steepest gradient is 1 in 95 for a few chains length.

The proposed new Lines effect great improvements on the existing Lines.

Observation.

Railway No. 3, 2 miles 67 chains in length, commences at a Junction with Railway No. 1, where it crosses over the London and South-western Railway, and proceeds nearly due south, over the West End of London and Crystal Palace Railway, under Clapham Common, in a tunnel or viaduct 1,656 yards in length, under the Balham Hill Road at Balham Hill, the West End of London and Crystal Palace Railway, and thence to a Junction with the Croydon and Balham Branch of the London, Brighton, and South Coast Railway at Tooting Common. The sharpest curve has a radius of 30 chains, and the ruling gradient is 1 in 103.

The proposed Railway shortens the distance between the Victoria Bridge and Croydon considerably, and avoids some sharp curves.

Observation

15. *London, Chatham, and Dover Railway (New Lines and Deviations at Battersea).*

The object of the proposed new Railways and diversions of Railways, is to carry out an agreement concluded between the London, Chatham, and Dover, the London, Brighton, and South Coast, the West London Extension, and the London and South-western Railway Companies, and the undertakers of the Queen's Road, Battersea, by which the crossing over the sidings of the London, Chatham, and Dover Railway Company, on a level, is to be avoided; to separate the goods and locomotive engine traffic of the London, Brighton, and South Coast Railway from the passenger and other traffic of the West London Extension Railway, to and from the Victoria Station, and to make Junctions between the London and South-western Railway Company's Windsor Line, and the London, Chatham, and Dover Railway Company's South London Lines, and the Brighton and South Coast Railway Company's Line to Victoria.

Object of Scheme.

In pursuance also of that agreement the present Main Lines (2) of the London, Chatham, and Dover Railway, between Wandsworth Road and Brixton, are intended to be handed over to the London, Brighton, and South Coast Railway Company, while three additional Lines are to be laid down north of the existing Lines, for the use of the London Chatham, and Dover Railway Company.

Railway No. 1, 32·22 chains in length, is proposed as a substitute for the Company's Longhedge Junction Line, authorized in 1861, to connect the London, Chatham, and Dover Railway near Wandsworth Road, with the West London Extension Railway at Longhedge, and which Junction Line was laid out to cross all the sidings leading to the Company's workshops at Battersea, on a level. The proposed Line is identical in plan with that for which it is to be substituted, but differs in section, so as to pass over the sidings.

Description of Line.

Observation.

Description of
Line.

Railway No. 2, 27·90 chains in length, commences at a Junction with the London, Brighton, and South Coast Railway, at the Bridge which carries the London and South-western Railway over that Line, and terminates where the Queen's Road crosses this Railway, and close to a Junction with Railway No. 1. The steepest gradient is 1 in 121, and the sharpest curve has a radius of 15 chains.

Railway No. 3, 1 mile 10·92 chains in length, commences by a Junction with Railway No. 1, near its end, and runs parallel to the West London Extension Railway until it passes under the London, Brighton, and South Coast, and the London and South-western Railways, thence over the western part of the West London Extension Railway to Falcon Lane, where it terminates, and is intended to join a Line proposed to be made by the London and South-western Railway (Additional works).

Railway No. 4 is a very short connecting Line, 3·85 chains in length, uniting Railways Nos. 2 and 3.

Diversion of
existing Lines.

In addition to the preceding Railways it is proposed to divert 1 mile 5·02 chains of the London, Brighton, and South Coast Railway Company's, West End and Crystal Palace Branch Line, commencing opposite the Engine Shed at Battersea, and ending at the Long Hedge Farm; and also to divert two portions of the West London Extension Railway, one commencing at a Junction with the end of Railway No. 2, 32·30 chains in length, and ending at Long Hedge Farm, and the other 19·06 chains in length, adjacent to but west of Falcon Lane. It is also proposed to divert the authorized Line of the Queen's Road at Battersea, and to pass it under instead of over the London, Brighton, and South Coast Railway at Long Hedge. It is also proposed to acquire additional land at the Victoria Station, Pimlico.

Observation.

The proposed arrangements will be decided improvements.

Description of
Line.

Railway No. 5, 58·5 chains in length, commences at a junction with the London, Chatham, and Dover Railway, Metropolitan Extensions at Barrington Road in the parish of St. Mary, Lambeth, passes over the Main Line at Manor Rise, and forms a Junction with it a short distance beyond Shepherd's Lane. This Railway is intended for the use of the London, Brighton, and South Coast Local Traffic, in pursuance of the agreement before referred to. Two additional lines of way are to be laid down.

Railway No. 6, 9 chains in length, is a portion of Line proposed to be widened to four instead of two lines of way, and joining up the authorized Lines of the London, Brighton, and South Coast Railway in course of construction, to the London, Chatham, and Dover Railway.

The widening of the West End section of the London, Chatham, and Dover Railway, 1 mile 10 chains in length, commences at the Wandsworth Road in the parish of Clapham, runs past the Clapham Station, and ends close to Shepherds Lane. I understand that three additional lines of way are to be laid down.

Railway No. 9, 55·8 chains, commences at a Junction with the authorized London, Chatham, and Dover Railway (Greenwich Line) 1863, near Brockley Lane, and terminates at a Junction with the North Kent branch of the South-eastern Railway near Tanners Hill in the parish of St. Paul, Deptford. The Line is in cutting throughout, except just at the commencement, on a curve of 26 chains radius, and a falling incline to the South-eastern Railway of 1 in 70.

Railways Nos. 10 and 11, respectively of 29·2 and 25·0 chains in length, are two other Junction Lines for uniting the authorized London, Chatham, and Dover Railway (Greenwich Line) with the North Kent and Tunbridge and Dartford Lines of the South-eastern Railway at the Junction of the parishes of St. Paul Deptford, Greenwich, and Lewisham. The curves are of 14 and 18 chains radii and a steep incline of 1 in 60 falling to and adjacent to the North Kent Line on Railway No. 10.

Railway No. 12, 18·50 chains in length, commences at a Junction with the first Junction Railway of City Section of Metropolitan Extensions as authorized at Skinner Street, and proceeds through buildings nearly parallel to Victoria Street to a Junction at Charles Street with the Metropolitan Railway as proposed to be constructed. The Line is in open cutting throughout; the sharpest curve has a radius of $16\frac{1}{2}$ chains and there is a short length of a steep incline of 1 in 45.

Railway No. 13, 12·75 chains in length, is a short connecting Line uniting Railway No. 12 at Snow Hill with the Metropolitan Railway (Finsbury Extension) at West Smithfield.

The Line is in open cutting and mostly on an incline of 1 in 74·4, and the curve has a radius of 10 chains.

It is also proposed to acquire additional property in the parishes of St. Ann, Blackfriars, St. Bride, and St. Sepulchre.

Railways Nos. 7, 8, and 14 are beyond the limits of the Metropolitan Railway District.

It is proposed to cross the authorized South-eastern Railway, Tunbridge and Dartford Line on the level close to the intended junction of Railway No. 9; so that while the Company are applying to Parliament to expend large sums of money to avoid the crossings on the level of other portions of their Lines, they have no objection to it, when it is proposed to cross the South-eastern Lines.

I consider the proposal most objectionable.

Observations.

16. *London Main Trunk Underground Railway.*

This Scheme, now made up of seven Railways, with an aggregate length of 6 miles 57·6 chains, proposes to establish a Circuit Railway on the eastern side of the Metropolis, by connecting the Great Eastern Railway with the Metropolitan Railway Extension to Finsbury Circus, and with the London, Chatham, and Dover Railway Company's Metropolitan Extension, at Blackfriars Bridge and Ludgate Hill. It is also connected with the Charing Cross Railway at Cannon Street, and is apparently designed to establish a more central station at Aldgate for the Great Eastern Railway in connexion with the Lines to the West. It is proposed to raise 1,500,000*l.* by shares, and 500,000*l.* by loan.

Object of Scheme.

Railway No. 1, 1 mile, 62·80 chains in length, commences at a Junction with the Great Eastern Railway at Bow, and runs westwards, alongside of the Great Eastern Railway for three quarters of a mile, till it crosses over Grove Road, thence over the North London Railway and the Regent's Canal, and thence it descends by a steep incline of 1 in 50 for 22½ chains, to a covered way under and along the centre of the Mile End Road, from Stepney Green to the end of the Line near the Cambridge Road Toll Bar. The sharpest curve has a radius of 16 chains. The steepest incline has already been mentioned.

Description of Line.

Railway No. 2, 1 mile 49·05 chains in length, commences where Railway No. 1 ends, and continues under and along the Mile End Road, Whitechapel Road, Aldgate High Street, to beyond Commercial Street, where the Line curves slightly to the north, and after passing through a mass of small buildings proceeds along the north side of Houndsditch, under Bishopsgate Street Without, and thence on the south side of Liverpool Street, across Finsbury Circus (level unaltered) to a Junction with the authorized extension of the Metropolitan Railway at Finsbury Pavement. The sharpest curve has a radius of 16 chains, and the steepest gradient is 1 in 100.

Railway No. 3, 1 mile 69·73 chains in length, commences at a Junction with the Metropolitan Extension to Finsbury Circus at Finsbury Pavement, and proceeds parallel to Railway No. 2 as far as Houndsditch, and thence in a southerly and westerly direction along and under Fenchurch Street as far as Mincing Lane, thence diverging southwards into Eastcheap, passing under King William Street and along and under the centre of Cannon Street, as far as Bow Lane, and thence along and under a portion of the New Street to the Mansion House, passing under Earl Street, and over Thames Street to a Junction with the London, Chatham, and Dover Railway Company's, Metropolitan Extension, near Blackfriars Bridge. There are sharp curves of 8 and 10 chains radii on the Line, and a steep incline of 1 in 50 for 17 chains in rising to a Junction with the London, Chatham, and Dover Railway.

Railway No. 4, 27·16 chains in length, is a short Line partly on a viaduct connecting Railway No. 3 at Lambeth Hill with the authorized London, Chatham, and Dover Railway, (Metropolitan Extension) at the south side of Ludgate Hill. There is a steep incline of 1 in 50 for 20 chains, and a sharp curve of 8 chains on this Line.

Railway No. 5, 55·50 chains in length, commences at a Junction with Railway No. 3 under Eastcheap, opposite Pudding Lane, and proceeds in an easterly direction across and under Trinity Square and the Minories, and thence along and under the houses on the south side of Royal Mint Street. From the Minories there is a very steep incline of 1 in 36 for 18 chains nearly to a Junction with the authorized London and Blackwall Company's Extension to the London Docks at Crauford's Court, Royal Mint Street. There is a very sharp curve of 5½ chains radius at the Junction with the London and Blackwall Railway.

Railway No. 6 is a short Line, 20·28 chains in length, connecting Railways 2 and 3 together, passing throughout its whole length along and under Aldgate.

Railway No. 7, 12·65 chains in length, is a short Line for connecting Railway No. 3 with the authorized Line of the Charing Cross Extension to Cannon Street Station. The Junction with No. 3 is under Cannon Street, and the Line rises by a very steep incline

of 1 in 40 for 11 chains to the Junction near Upper Thames Street. The radius of the curve is only 8 chains.

Railway No. 8 is not in the Bill.

The whole of these Railways are proposed to be constructed for a double Line of Railway, with the exception of Railway No. 5, which is to be a single Line only.

The Plans refer to proposed widenings of the following streets, viz.: Liverpool Street, Houndsditch, Eastcheap, Great Tower Street; and the construction of new streets between Eastcheap and Fenchurch Street, between Great Tower Street and Trinity Square, between Trinity Square and Royal Mint Street, between Houndsditch and Leadenhall Street, and between Houndsditch and Whitechapel High Street, in co-operation with the Corporation of the City of London, the Commissioners of Sewers, and the Metropolitan Board of Works.

The principal objections to this Scheme are, that many of the Junctions occur under streets, and necessarily in covered ways, in some instances adjacent to steep inclines; that some of the curves are very sharp, and the construction of these covered ways in such crowded thoroughfares would prove to be exceedingly objectionable. The Engineer expects to mitigate this admitted inconvenience by placing each Line of Railway in a separate gallery or covered way, and by passing along the crowded parts by night work.

At the same time, it must be allowed, that the widening of many of the streets named, and the proposed construction of new streets in the localities referred to, would constitute great public improvements, if they can be made.

17. London Union Railway.

Ten Railways were originally comprised in this Bill, but I am informed by the Engineer that five of them have been dropped, and the total length of those which remain is 13 miles 27.41 chains; these propose to connect the Midland and Hampstead Junction Railways with the London and South-western, London, Chatham, and Dover, and through the branch to the Bricklayer's Arms, the South-eastern, and the London, Brighton, and South Coast Railways together. The estimated cost is stated at 2,000,000*l.* to be raised by shares, in addition to 660,000*l.* by loan.

Railway No. 1, 7 miles in length, commences at a Junction with Railway No. 3 in the parish of St. Luke, Chelsea, near the Kensington Canal; thence it crosses over the West London Extension Railway, under the Fulham Road, and thence northwards, parallel and close to the West London Extension and the West London Railways, under the authorized Line of the Hammersmith Junction Railway, over the Line connecting the Great Western and West London Railways, and also over the Great Western Railway and the Grand Junction Canal adjacent to it, thence over the West London, London and North-western, and North and South-western Junction Railways, under the Edgware Road (proposed to be raised 16 feet) to a Junction with the authorized Extension Line of the Midland Railway near Cricklewood. There are steep inclines of 1 in 60, 1 in 62, 1 in 70, and a short piece of 1 in 88 on this Line.

Railway No. 2 is a short branch, 25.0 chains in length, connecting Railway No. 1 with the Hampstead Junction Railway, and not with the North and South-western Junction Railway, as stated on the Plans.

Railway No. 3, 5 miles 56 chains in length, commences at a Junction with the West London Extension Railway south of the Chelsea Station, crosses the Kensington Canal near which it joins Railway No. 1, thence to the north foreshore of the River Thames, along which it proceeds partly on an embankment and partly in a tunnel, for the most part of the way south of high-water mark, under the road leading to Chelsea Suspension Bridge, where it leaves the edge of the river and passes under the Victoria Station and Pimlico Railway, thence under and along the whole length of Lupus Street (which is not more than 36 feet wide), thence across blocks of buildings and streets into open ground at the north-west side of the Milbank Penitentiary, thence across the River Thames a short distance south of the Lambeth Suspension Bridge by a bridge of seven openings each of 103 feet span, the centre opening being 23 feet above Trinity high-water mark, and thence on a viaduct over and across the London and South-western Railway near William Street, the London, Chatham, and Dover Railway at Newington, over Newington High Street, thence past the Bricklayer's Arms Station to a Junction with the Bricklayer's Arms branch of the South-eastern and Brighton Railways at St. James Road, Bermondsey.

The levels of several streets and roads are altered. There are steep inclines of 1 in 60 and 1 in 81½ in rising to get over the River and to pass over the London and South-western Railway, and of 1 in 66 in descending from it and in ascending to get over

the London, Chatham, and Dover Railway, the descent being accomplished by 1 in 69. There is also an incline of 1 in 75 in descending towards the Junction with the Brick-layer's Arms branch of the South-eastern Railway. Description of Line.

Railway No. 4, 12·77 chains in length, entirely on a viaduct, connects Railway No. 3 with the London and South-western Railway close to Doughty Street. This Junction is made in the wrong direction for trains coming from the North to reach Waterloo Road Station. There is a steep incline of 1 in 66 from the Junction with Railway No. 3, for a portion of the whole length of the Branch, and curves of 10 chains radius at the foot of this incline.

Railway No. 5, 13·64 chains in length also on a viaduct, connects Railway No. 3 with the London, Chatham, and Dover Railway at the Walworth Road Station. There is a short incline of 1 in 66 on this Branch, commencing at Railway No. 3, and an exceedingly sharp curve of only 5 chains radius at the Junction with the London, Chatham, and Dover Railway.

Railways Nos. 6 to 10 inclusive have been dropped.

With respect to that portion of Railway No. 1 that runs alongside of the West London Railway, it will be evident from the statement of the traffic on that Line, previously given at page 7, that there is not yet any necessity for doubling it, or for the construction of a duplicate Line of Railway. Observations.

Railways 3, 4, and 5 propose the construction of Lines partly on the north and partly on the south side of the river, which for a considerable distance, will be parallel to the London and South-western, and for the remainder parallel to the Charing Cross and South-eastern Lines, and requiring another railway bridge across the Thames.

Railway No. 1 crosses the proposed Great Northern and Victoria Station Railway nearly on the same level at Willesden, so that both cannot be made.

18. *Metropolitan and St. John's Wood Railway.*

This Railway, 2 miles 29·80 chains in length, estimated cost 300,000*l.*, commences at the Baker Street Station of the Metropolitan Railway, and proceeds northwards under the centre of Park Road, Wellington Road, Finchley Road, New Finchley Road, and ends at the Finchley Road Station of the Hampstead and City Junction Railway. Description of Line.

The Railway is constructed as a covered way under the streets and roads and in open cutting for the other portions of the way. It passes over the Regent's Canal and under the London and North-western Railway and the authorized Line of the Midland Railway.

I understand it is proposed to be constructed for a single Line of Railway only, without any Junctions with existing Lines. There are steep inclines of 1 in 50, 1 in 60, and 1 in 80, and the sharpest curves have a radius of 10 chains.

It is extremely doubtful whether it is expedient to sanction the construction of a single Line of Railway in London. If the traffic be insufficient to maintain a double Line, it is questionable whether the public should be subjected to the annoyance, inconvenience, and in some cases loss, which will follow from the roads being obstructed while the work is in hand. Observations.

19. *Metropolitan District Railways.*

This is a very elaborate and complete scheme, made up of no less than 36 separate Railways, with a total length of 36 miles 73·90 chains, at an estimated cost of 6,000,000*l.*, to be raised by shares, in addition to 4,000,000*l.* by loan. Of this number, three embrace that portion of an inner circle proposed to be constructed by the Company from Brompton to Tower Hill, having a length of 4 miles 69 chains, intended to unite with the proposed *Metropolitan Extensions to Trinity Square*, and to *Notting Hill*, and *Brompton* (together amounting to 3 miles 43·1 chains), and making up, with the existing and authorized Line of the Metropolitan Railway to Finsbury Circus, a total length for the inner circle of about 12 $\frac{3}{4}$ miles. Five Railways, with a length of 20 miles 23·55 chains, are proposed to be constructed to complete, with authorized or existing Railways round the Metropolis, an outer circle of Railways, and 12 miles 1·35 chains length of Railways are to be constructed to form Junctions with existing or authorized Lines of Railway; and the construction of this scheme involves two more Railway Bridges across the Thames, one near Battersea Bridge and the other a High Level Bridge at Limehouse Reach. Object of Scheme.

Description of
Line.

Railway No. 1, 3 miles 8·7 chains in length, commences at a Junction with the London, Chatham, and Dover Railway, at the Wandsworth Road Station, Clapham, and thence on an embankment westwards past the London, Chatham, and Dover Railway Works, under the West End of London and Crystal Palace, and the London and South-western Railways, east of Falcon Lane Junction, thence northward under the West London Extension, and thence between Battersea Bridge and Albert Roads to the Thames east of Battersea Bridge, which is proposed to be crossed by a bridge of 5 spans of 150 feet each, and a height of 19 feet, thence over Cheyne Walk, Chelsea, under the King's Road, Fulham Road, Old Brompton Road, and terminates near the Gloucester Road, south of Cromwell Road. There is an incline of 1 in 75 in ascending to the Bridge over the Thames from the south side, and a steeper one of 1 in 55 in descending from it on the Middlesex side; in other respects the gradients are not unfavourable.

Observations.

The Junction of Railway No. 1 with the London, Chatham, and Dover Railway will not be practicable if the arrangements made between that Company and the London, Brighton, and South Coast Railway Company are carried out, without crossing two other Lines of Railway (proposed to be allotted to the London, Brighton, and South Coast Railway Company), on the level, which would be very objectionable.

Description of
Line.

Railway No. 2, 48·10 chains in length, commences at a Junction with Railway No. 1, near where that Line passes under the West London Extension Railway, and proceeds by an incline of 1 in 94 under the West End of London and Crystal Palace and the London and South-western Railway, over Falcon Lane, to a Junction with the West London Extension Railway, at the Clapham Junction Station. The sharpest curve has a radius of 15 chains.

Railways Nos. 3 and 4, respectively 10·80 and 11·50 chains in length, are short Junction Lines to the West London Extension Railway. No. 3 is on an incline of 1 in 95, and No. 4 is horizontal. The curves are unobjectionable.

Railways 5 and 6a, respectively of 27·20 and 31·25 chains in length, are Junction Lines, south of Cromwell Road, connecting Railways Nos. 1 and 6 with Railway No. 32, or, in other words, affording means of passing from different directions from the Lines proposed to form a portion of the inner circuit north of the Thames to the other Lines proposed to form an outer circle in connexion with the London, Chatham, and Dover Railway, and certain authorized Lines of the London, Brighton, and South Coast Railway, south of the Thames. The gradients are favorable; the curves have a radius of 10 chains. Both Lines are constructed in sunkways or open cuttings.

Railway No. 6, 1 mile 12·60 chains in length, commences at Junctions with Railways Nos. 1 and 6a at their termination close to Gloucester Road, and proceeds in open cutting, in a north-westerly direction, to the west of Kensington Square, under and across High Street, Kensington, thence nearly north a little to the east of Campden House, passing under and across Pitt Street, Gordon Place, Campden Grove, and Gloucester Terrace, in a tunnel 175 yards in length, and again under and across Sheffield Terrace, Belgrave Place, Campden Street, and Peel Street, by another tunnel 210 yards in length. The Line ends in the block of buildings comprised between St. James' and New Street, south of Uxbridge Street, where Railway No. 10 begins. There are inclines of 1 in 70 and 1 in 80 on the Line; the curves are easy ones. This Line is parallel and close to the same portion of the *Metropolitan Extension to Notting Hill and Brompton*.

Railway No. 7, 76 chains in length, commences at a Junction with Railway No. 6, close to the Westminster Union Workhouse, and proceeds in a south-west direction through market gardens, entirely in open cutting, under the Merton Road, Earls Court Road, Warwick Road, to a Junction with the West London Railway close to the bridge, carrying the Richmond Road over that Railway. With the exception of a short length, of 1 in 80, at the Junction with Railway No. 6, the gradients on this Line are favourable. The sharpest curve has a radius of 13 chains.

Railways Nos. 8 and 9, respectively of 24·8 and 20·5 chains in length, are short Junction Lines connecting Railway No. 7 with the West London Railway, and Railway No. 6 with Railway No. 7. Both are made in open cuttings; the gradients are easy, and the curves have a radius of 13 chains.

Railway No. 10, 10 miles 107·5 chains in length, commences at the termination of Railway No. 6, south of Uxbridge Street, Notting Hill, and proceeds thence in open cutting in a northerly direction under Uxbridge Road, along and under Pembridge Gardens, Pembridge Crescent, partly along and under the Ledbury Road, at the west side of Alexander Terrace, under Elgin Road, Talbot Road, Cornwall Road, the Great Western Road, Great Western Railway, Grand Junction Canal, Harrow Road, where the open cutting terminates, a short distance north of the Harrow Road, and the Line

then proceeds nearly in a straight line on an embankment and viaduct still in a northerly direction through the Kilburn Park Estate, thence over the London and North-western Railway and Edgeware Road, Kilburn Lane (twice), under the authorized Line of the Midland Extension to London, thence in a north-easterly direction, in open cutting, under the Finchley Road, and by a tunnel 800 yards in length and open cutting under Haverstock Hill, running nearly parallel for a considerable distance to the authorized extension of the Midland Railway to London. At Kentish Town the Line is very close to the Midland Extension Railway, and it passes over the Hampstead Junction Railway and the authorized Extension of the Midland Railway by a viaduct and embankment, and also over the Junction of the Kentish Town and Junction Roads, thence under the York Road, over the Tufnell Park Road and the Holloway Road at its Junction with the Park Road, thence over the Hornsey Road and under the Great Northern Railway, and, in a straight line, over Green Lane, along the north edge of Newington Park and Abney Park Cemetery, thence in open cutting under Stamford Hill, thence in a south-easterly direction across market and nursery gardens under Brook Street, the Upper Clapton Road, and Lea Bridge Road, and thence through market gardens in a south-east direction under and beyond Marsh Road, Hackney, where this Railway ends, and Railways Nos. 22 and 23 begin. There is an incline of 1 in 77 of rather more than a mile in length; with that exception there is no steeper gradient than 1 in 100. The curves are easy ones.

Description of
Line.

Railway No. 11, 41.25 chains in length, commences at a Junction under the bridge that carries the Great Western Railway over Railway No. 10, and thence proceeds in a south-westerly direction, in open cutting and as a surface Line, to a Junction with the Hammersmith and City Junction Railway at Ladbroke Road. The gradients are favourable, and the sharpest curve has a radius of 15 chains.

Railway No. 12, 45.8 chains in length, commences at a Junction with Railway No. 10 at the Harrow Road, and proceeds in a south-westerly direction, in open cutting, under the Harrow Road, Grand Junction Canal, Kensal Road, to a Junction with the Great Western Railway under Portobello Bridge. The gradients are favourable, and the sharpest curve has a radius of 15 chains.

Railway No. 13, 24.60 chains in length, connects Railway No. 10 with the London and North-western Railway at the Kilburn Station, and passes under Railway No. 10 before the Junction with the London and North-western Railway is reached. It is partly on a viaduct, and there is a steep incline of 1 in 77 from Junction to Junction, with a sharp curve of 10 chains radius.

Railway No. 14, 38.45 chains in length, is another Junction Line between Railway No. 10 and the London and North-western Railway at the same locality. It commences where Railway No. 10 crosses over the Edgeware Road in the vicinity of Brondsbury Villas, and descends on an embankment, and by a steep incline of 1 in 66 nearly to the Junction with the London and North-western Railway at Kilburn. The sharpest curve has a radius of 15 chains.

Railway No. 15, 56.10 chains in length, connects Railway No. 10 in a North-west direction to the authorized Line of the Midland Railway (Extension to London), passing under Kilburn Lane and the Hampstead Junction Railway. About one-half the Line is on embankment and on a steep incline of 1 in 60 up to the Junction with the Midland Railway. Its curves are easy.

Railway No. 16, 33 chains in length, is another Junction Line between Railway No. 10 and the authorized Line of the Midland Railway (Extension to London), commencing under the Finchley Road, by an incline of 1 in 70, passing over the Hampstead Junction Railway, and terminating with the Junction with the Midland Railway where that Line crosses Kilburn Lane. The curves are easy.

Railway No. 17, 21.65 chains in length, connects Railway No. 10 with the Hampstead Junction Railway, commencing at 7 miles 60 chains, and ending near the Finchley Road Station of the Hampstead Junction Railway. This Junction Line is almost entirely on an incline of 1 in 65, it passes under the authorized Line of the Midland Railway (Extension to London). The sharpest curve has a radius of 20 chains.

Railway No. 18, 27 chains in length, forms another Junction Line in the same locality between Railway No. 10 and the authorized Line of the Midland Railway. It is on an incline of 1 in 75, and proceeds in a north-easterly direction from No. 10. The curve is an easy one.

Railway No. 19, 31 chains in length, is another Junction Line between Railway No. 10 and the Hampstead Junction Railway, commencing at No. 10, south of the Kentish Town Road, and ending at Kentish Town Station, passing in its course on an

embankment over the authorized Lines of the Tottenham and Hampstead Junction Railway and the Hampstead Junction Railway. The steepest gradient is 1 in 100, and the sharpest curve 15 chains radius.

Railways Nos. 20 and 21, respectively of 23·9 and 20·35 chains in length, are two short Junction Lines, connecting Railway No. 10 with the Great Northern Railway, close to the Seven Sisters Station, one curving to the west and the other to the east. The sharpest curve is on No. 21, on the eastern side of the Great Northern, which has a radius of 10 chains. The gradients of both Lines are 1 in 100.

Railway No. 21a, 45·50 chains in length, commences at a Junction with Railway No. 10, where that Line crosses over Lordship Lane, in the parish of Stoke Newington, and then proceeds nearly in a northerly direction, on embankment and open cutting, on a falling gradient of 1 in 100, apparently to a Junction with Railway No. 3 of the *Great Eastern Metropolitan Station and Railways*, west of Stamford Hill. The curves have a radius of 25 chains.

Railway No. 22, 43 chains in length, commences where Railway No. 10 ends, and forms the connecting link between Railway No. 10 and the Stratford Branch of the Great Eastern Railway, near its Junction with the North London Railway, in the parish of St. John, Hackney. The Line is on an embankment almost throughout its whole extent. The sharpest curve has a radius of 15 chains, and the steepest gradient is 1 in 100.

Railway No. 23, 21·0 chains in length, is a short Line connecting Railway No. 10 with the North London Railway, near the Hackney Wick Station. It is a level Line, and the sharpest curve has a radius of 20 chains.

Railway No. 25, 1 mile 43 chains in length, also commences at the end of Railway No. 10, runs nearly parallel to the North London Railway throughout, on an embankment from Hackney Wick Station, passing over several roads, the Great Eastern Railway (Stratford Branch), Duckett's Canal, the Main Outfall Sewer, Old Ford Road, the North London Railway, and terminates at a Junction with the Great Eastern Railway at Coborn Road, Mile End.

The steepest gradient on the Line is 1 in 100, and the sharpest curve has a radius of 15 chains.

Railway No. 24, 28·10 chains in length, is another short Junction Line connecting Railway No. 25 with the North London Railway at Hackney Wick Station. The Line is horizontal and mostly on embankment. The sharpest curve has a radius of 15 chains.

Railway No. 26, 4 miles 8·5 chains in length, commences at a Junction with Railway No. 25 where that Railway crosses over the Tredegar Road, and proceeds on a viaduct 3,154 yards in length and of great height, southwards, passing over the Great Eastern Railway, the Blackwall Extension Railway, the London, Tilbury, and Southend Railway, the North London Railway, over Bow Common, over the London and Blackwall Railway near Limehouse Church, 91 feet above the Level of the London and Blackwall Railway, and thence across the River Thames by a Bridge of 750 feet span and 130 feet above Trinity high-water mark at the centre and 125 feet at the abutments, into Rotherhithe, and thence on another viaduct 3,230 yards in length, sweeping by the east side of the Commercial Docks over the Swing Bridges, the communication between the Docks and the Grand Surrey Canal, far above all roads and streets, over the Thames Junction Railway (twice), the South-eastern Railway, Grand Surrey Canal, the London, Brighton, and South Coast Railway, the Croydon Canal, where the viaduct ends, and thence on embankment parallel to the authorized Line of the London, Brighton, and South Coast Railway to a Junction with that Line at the Old Kent Road.

The steepest incline on this Railway is 1 in 75 for more than a mile in length, in ascending to the bridge over the Thames at Limehouse Reach, and descending from the same on the south side of the river. The sharpest curve has a radius of 15 chains.

Railway No. 27, 31·50 chains in length, forms a short Junction Line between Railway No. 26 and the Great Eastern Railway. It commences at a Junction with Railway No. 26, near Bow Road, and terminates at a Junction with the Great Eastern Railway, near the existing Junction with the Blackwall Extension Railway. It passes over Bow Road, Addington Road, and the North London Railway, and is mostly on an incline of 1 in 75 falling from Railway No. 26.

Railway No. 28, 42 chains in length, commences at a Junction with Railway No. 26, near the Great Central Gas Works, and passes by a very sharp curve of 8 chains radius for a length of a quarter of a mile, until it is close to the North London Railway (Dock Branch), and thence it runs alongside of that Line to a Junction with it at the Limehouse cut; it is on a viaduct and embankment. The Junction with Railway

No. 26 is on an incline of 1 in 95, and that with the North London on a steep incline of 1 in 45.

Description of
Lines.

Railway No. 29, 30 chains in length, commences at a Junction with Railway No. 26, where it crosses over the London, Brighton, and South Coast Railway and Croydon Canal, and passes by an *S* curve of 10 chains radius to a Junction with the London, Brighton, and South Coast Railway at New Cross Station.

Railway No. 30, 47.0 chains in length, commences at a Junction with Railway No. 26, where it passes over the South-eastern Railway and ends at a Junction with the London, Brighton, and South Coast Railway, also at New Cross Station. It leaves Railway No. 26 on a falling gradient of 1 in 100. The sharpest curve has a radius of 20 chains.

Railway No. 31, 60 chains in length, commences at a Junction with Railway No. 26 at the same point where Railway No. 30 commences, and proceeds over the Grand Surrey Canal on a falling gradient of 1 in 100 for three-eighths of a mile, and thence on a level nearly to a Junction with the South-eastern Railway at New Cross Station. The sharpest curve has a radius of 15 chains.

Railway No. 32, 2 miles 20.5 chains in length, commences at Junctions with the proposed *Metropolitan Extension to Notting Hill and Brompton Railway*, and with Railway No. 5 at a point midway between Alfred Place West, and Pelham Road, South of Cromwell Road, and thence in open cutting varying in depth from 15 to 22.4 feet, and in nearly a straight line as far as Burton Street and College Road, keeping to the north of Sloane Square, thence curving to the north round the Victoria Station, under Vauxhall Bridge Road, and under and along Victoria Street, Broad Sanctuary, Saint Margaret Street, Bridge Street, to Bridge Court, Westminster, where this Railway ends and Railway No. 33 commences.

The surface of the streets passed under are to be restored without altering their level. The gradients on this Line are favourable; the sharpest curve on it has a radius of 10 chains.

Land for Station purposes is proposed to be acquired at several places on this Line.

A footway communication is proposed to be made between this Railway and the Houses of Parliament.

Railway No. 33, 1 mile 75 chains in length, commences, as already stated, at the end of Railway No. 32, at Bridge Court, Westminster Bridge, and thence, apparently in open cutting, under Manchester Buildings to the foreshore of the Thames, and thence along the authorized Thames Embankment, passing through and under the second span of the Charing Cross Railway Bridge (42.45 feet below the level of rails) through the centre of the first arch of Waterloo Bridge, south of the City Gas Works near Blackfriars Bridge, under and across Bridewell Wharf, Chatham Place, the authorized Line of the Metropolitan Extension of the London, Chatham, and Dover Railway, Hood's Wharf, Earl Street, St. Andrew's Hill, Rutland Place, Addle Hill, along and under the centre of the authorized new street between Blackfriars Bridge and the Mansion House as far as Bread Street Hill, whence it passes, in open cutting varying from 15.1 to 30.6 feet in depth, south of Cannon Street and south of and nearly parallel to Great Trinity Lane, Great St. Thomas Apostle Lane, Cloak Lane, to Turnwheel Lane, passing under Huggin Lane, Little Trinity Lane, Sweede's Court, Crown Court, Garlick Hill, Queen Street, College Hill, and Dowgate Hill. This Railway terminates at Turnwheel Lane, 21.50 feet below the authorized Line of the Charing Cross Railway Extension to Cannon Street in course of construction.

The gradients on this Railway are all favourable, the steepest is 1 in 100, and that for a short distance only, and the sharpest curve has a radius of 10 chains. The level of the Railway at the lowest part along the Thames Embankment is about 6 inches below the Ordnance datum.

Railway No. 34, 53½ chains in length, commences at the end of Railway No. 33 at Turnwheel Lane, and runs in an open cutting, varying in depth from 19.45 to 30 feet, south of and parallel to Cannon Street, thence to King William Street, thence south of East Cheap, Little and Great Tower Streets, and north of St. Dunstan's Church, across Great Tower Street, Mark Lane, Seething Lane, through Trinity Square, to a Junction with the proposed Extension of the Metropolitan Railway to Trinity Square, Tower Hill. There are two short lengths of 1 in 100 on this Railway, but the gradients generally are good. The sharpest curve has a radius of 17 chains.

The Railways in this important scheme interfere with many of the other schemes brought forward,—including among the number Railway No. 3 of the *London, Brighton, and South Coast (new Line at Battersea)*, the widening of the *London, Chatham, and Dover Railway* at the Wandsworth Road, the *Charing Cross Western, Metropolitan Grand Union*, the *Midland Railway*, alteration of Line near Finchley, *North London*,

Kingsland and Tottenham Line, London Main Trunk Underground, Victoria Station and Thames Embankment.

Railway No. 10 apparently runs over the same ground and on the same level as the proposed Tottenham and Farringdon Street Railway for about 25 chains, east of Abney Park Cemetery, joining it on the north and leaving it on the south side, or crossing without joining it.

I have been informed by the engineer that he proposes to pass through Finsbury Circus and Trinity Square in covered ways and not in open cuttings.

20. Metropolitan Grand Union Railway.

Object of
Scheme.

This scheme, according to the deposited plans, is comprised in 17 different Railways, but of these two (Nos. 3 and 4) are not mentioned in the Bill, and the remaining 15 make up a total length of 15 miles 75·03 chains, for which the estimate is 4,000,000*l.*, to be raised by shares, while 1,330,000*l.* is to be obtained by loans.

This project purports to fulfil the main conditions recommended in the Report of the Select Committee of the House of Lords of last Session, and at the same time to give accommodation to a great mass of suburban traffic not referred to in that Report, but which, it is submitted, must be afforded before the traffic in the streets can be materially relieved. It is brought forward as forming a connecting link for the interchange of traffic between all the great Railways centering in London, and there can be no doubt that it is a comprehensive scheme on which great pains have been taken.

Description of
Line.

Railway No. 1, 7 miles 30·70 chains in length, commences at a Junction with the West London Railway, north of the Kensington Station, runs southward and parallel with that Line, for a short distance, and thence passes under it, thence through Earls Court to Old Brompton, under the authorized Kensington Station and North and South London Junction Railway, north of Hereford Square, under Pelham Street, thence, in an easterly direction, under and through Sloane Square in a tunnel, thence sweeping round the Victoria Station, passing under Lower Belgrave Place and the Vauxhall Bridge Road, thence on the north side of Victoria Street, through some open ground, and across blocks of buildings and streets, on the north side and parallel to Tothill Street, and along and under the Broad Sanctuary, and across St. Margaret's and Bridge Street, to the foreshore of the Thames:—thence in a tunnel, 2,852 yards in length, under and along the authorized Roadway of the Thames Embankment, passing under the Charing Cross Railway Bridge, the first arch of Waterloo Bridge, South of the City Gas Works, thence under the authorized Line of the London, Chatham, and Dover Railway, and Earl Street, and along and under the centre of a portion of the authorized new Street to the Mansion House as far as Lambeth Hill (the tunnel ends at Bread Street Hill), and thence for some distance the Line runs nearly parallel to Upper Thames Street, passing under the Charing Cross Extension to Cannon Street, diverging slightly northwards and crossing under King William Street, thence between Eastcheap and Lower Thames Street, crossing Great Tower Street, thence skirting round but keeping clear of Trinity Square and west of Trinity House; it passes under the London and Blackwall Railway, and thence to a Junction with the London and Blackwall Railway, where the latter passes the eastern part of Christian Street. The whole of this Railway is either in tunnel, covered way, or open cutting, until the Line has passed under the Minories, and then it rises above the surface on an embankment or viaduct to the end. It is to be constructed for four lines of way.

The sharpest curves have a radius of 10 chains, and there is a steep incline of 1 in 50 for 23½ chains in rising from under the Minories to the level of the Blackwall Railway; with that exception the steepest gradient is 1 in 100, and generally they are good.

Railway No. 2, 1 mile 11·75 chains in length, commences at a Junction with Railway No. 1, where it crosses under the Blackwall Railway, and proceeds in a northerly direction under Aldgate High Street, Middlesex Street (twice), Bishopsgate Street Without, nearly parallel to Half Moon Street, thence under the authorized City Branch of the North London Railway, across South Place, Finsbury Pavement, keeping clear of Finsbury Circus, to a Junction with the authorized Metropolitan Extension, near Finsbury Circus, at Milton Street. It is to be constructed for four lines of way.

The sharpest curve on Railway No. 2 has a radius of 9¼ chains; there are several with radii of 10 chains, and for about 11½ chains there is an incline of 1 in 80, but the gradients are favourable for the remainder of the Line.

Railways Nos. 3 and 4 are not included in the Bill.

Railways Nos. 5 and 17, respectively of 28·55 and 29·40 chains in length, are two short single lines for connecting Railway No. 1, near the Vauxhall Bridge Road and Victoria Street with the Lines of the London, Chatham, and Dover Railway and the London, Brighton, and South Coast Railways at Victoria Station, Pimlico. In both instances

the centre line runs along the platforms, south of the London, Brighton, and South Coast cab stand, and north of the London, Chatham, and Dover cab stand, and there are steep inclines of 1 in 40 for a length of 7 chains to descend to the level of Railway No. 1. The sharpest curve on No. 5 has a radius of 15 chains, and on No. 17 a radius of 14 chains. The Junctions are made in open cutting, about 8 chains, from the mouths of short tunnels.

Railway No. 6, 2 miles 58·15 chains in length, commences at a Junction with the South-eastern Railway, east of Blue Anchor Lane, Bermondsey, and proceeds on a viaduct parallel to the South-eastern towards London Bridge (but rising all the way) to the Neckinger Road, where it is joined by Railway No. 7, 45·83 chains in length, which commences at a Junction with the authorized London, Brighton, and South Coast Extension to London Bridge, also near Blue Anchor Lane, runs alongside of it, but rising all the way, until it crosses over and unites with No. 6, and from thence No. 6 is continued alongside the South-eastern Railway, but on a higher level, past College Street, where the line diverges to the north, passes over Tooley Street to the south bank of the Thames, where the viaduct, 2,140 yards in length, ends; at this spot its height is 90 feet.

The River Thames is crossed by a bridge of 820 feet span and 100 feet in height above Trinity high-water mark at the Tower Dock west of the Tower. The height of the viaduct on the north bank of the Thames is 93½ feet. The Line proceeds on a viaduct 2,338 yards in length over Great Tower Hill, above the west edge of Trinity Square, thence it crosses over Railway No. 1 (in a sunkway), over the Blackwall Railway at Coopers Row, from whence it follows the course of Railway No. 2, the one being underground and the other above, as far as Bishopsgate Street Without, thence across Worship Street, where the Line divides into two, Nos. 6 and 16, and both pass over the authorized City Branch of the North London Railway, and No. 6 descends to a Junction on the west side with one Line of that Railway, and Railway No. 16, 21,85 chains in length, descends on the east side to a Junction with the other Line at Bateman's Row.

There is a steep incline of 1 in 70, for about a mile in length, in rising from the level of the South-eastern and London, Brighton, and South Coast Railways to the proposed bridge over the Thames, and thence Railway No. 6 descends for rather more than $\frac{3}{4}$ mile by steep inclines of 1 in 60 and 1 in 66. The steepest incline on No. 7 is 1 in 70, and on Railway No. 16, 1 in 78. These Railways are proposed to have a double line of way.

The sharpest curves on Railway No. 6 have a radius of 10 chains.

"	"	7	"	12	"
"	"	16	"	12	"

Railway No. 15, 11·10 chains in length, is a short line for connecting Railway No. 6 with the proposed *Extension of the Great Eastern Railway to Wormwood Street*. The Junction with Railway No. 6 is made near Acorn Street, and that with the Great Eastern at Worship Street. The whole length is on a viaduct, and on rising and falling inclines of 1 in 66, falling to the Junction in each instance. The curve has a radius of 10 chains.

Railway No. 8, 42·58 chains in length, commences at a Junction with Railway No. 6, at Coopers Row, passes on a viaduct constructed directly over Railway No. 1 as far as Great Prescott Street, over the London and Blackwall Railway, thence over the Minories, and the intended Railway No. 10, and the Haydon Square Branch of the London and North-western Railway, and joins Railway No. 1, about 70 yards from its eastern termination. Railway No. 8 diverges from the Line of Railway No. 1 at Great Prescott Street, and runs on the north side of, but parallel to it, for the remainder of its length.

Railway No. 9, 23·30 chains in length, diverges from the Line of Railway No. 1 at the same point (Great Prescott Street), as Railway No. 8, and proceeds parallel to Railway No. 1, but on the south side of it, to the same point of Junction, near the end of Railway No. 1, as Railway No. 8.

Railway No. 8 has steep inclines of 1 in 60, together amounting to 16 chains in length in its descent, to join Railway No. 1 and the Blackwall Railway; and Railway No. 9 has a similar incline of 1 in 60 for about 12¾ chains.

The sharpest curves on Railways Nos. 8 and 9 have a radius of 10 chains.

Railway No. 10, 13·80 chains in length, is a short Line for connecting Railway No. 6 with the Haydon Square Branch of the London and North-western Railway. It is apparently constructed throughout on a viaduct, and there is a short steep incline of 1 in 71·5 on it. The sharpest curve has a radius of 12 chains.

Description of
Line.

Railways 13 and 14, respectively of 39·44 and 39 chains in length, are intended to connect the Low Level Railway No. 2, by a Junction near Aldgate, High Street, with the High Level Railway No. 6, west of Bishopsgate Street Without.

These Railways open out and proceed one on the east and the other on the west of Railways 2 and 6, which are directly over each other for the greater proportion of this length. Both Railways are partly in cutting and partly on embankment, and there are very steep inclines of 1 in 40 for 12 chains on each, in addition to other steep inclines of 1 in 53 and 1 in 66. The sharpest curves have a radius of 10 chains.

Railways 11 and 12, respectively of 38·65 and 40 chains, are intended to connect Railway No. 6 on the High Level at Three Kings Court, South of Aldgate, High Street, with Railway No. 2, west of Bishopsgate Street Without.

There are very steep inclines of 1 in 40, together amounting to about 28 chains in length, on each Line of Railway, which open out and proceed parallel to Railways 2 and 6, one on the east side and the other on the west; so that for a great proportion of the whole length there are no less than six Lines of Railway, viz., No. 6, directly over No. 2; No. 11 and 13, west of Nos. 6 and 2; and Nos. 12 and 14, east of 6 and 2.

The sharpest curves have a radius of 10 chains.

With the exception to which I have referred, all the remaining Lines are to be constructed with a double line of way.

New Street.

In connexion with these Railways a new street is laid out for connecting Aldgate, High Street, with Bishopsgate Street Without; and several streets are diverted and others stopped up in carrying the Lines of Railways from a low to a high level.

Observation.

No Junctions are formed with the Charing Cross Railway at Charing Cross or Cannon Street, nor with the London, Chatham and Dover Railway at Blackfriars Bridge; as those Lines are both on viaducts, while Railway No. 1 is in tunnel or open cutting where it crosses under them.

The Junction with the West London Railway is disadvantageously placed north of the Kensington Station. It is a competing Scheme to the *Metropolitan District, Metropolitan Extension to Trinity Square, East London, London Main Trunk Underground*, and is referred to in the general observations.

21. *Metropolitan Railway (Additional Powers).*

Widening of
existing Rail-
way.

It is proposed to widen the Metropolitan Railway, commencing in Praed Street opposite Cambridge Place and ending beyond the Edgware Road Station of the Metropolitan Railways, a length of 25·50 chains.

Description of
Line.

Also to construct a Railway from the King's Cross Station to join a Railway proposed to be constructed by the Midland Railway up to Skinner's Place, Euston Road, length 15·1 chains. The sharpest curve has a radius of 10 chains, and the steepest gradient is 1 in 100. The Line is shown as an open cutting.

Diversion of
existing
Branches.

It is also proposed to divert the existing Lines connecting the Metropolitan Railway at King's Cross with the up and down Lines to the Great Northern Station. The lengths of these diversions are respectively 7 and 5 chains. Parts of these diversions are on inclines of 1 in 50 and 1 in 46, and the curves are very sharp, viz. of $6\frac{2}{3}$ chains radius.

Observations.

The proposed alterations are apparently brought forward to enable the Metropolitan Railway to have four Lines of Railway at King's Cross, and to place the Junctions with the Midland and Great Northern Railways on the two new or Northern Lines of Railway. (See remark on Midland Railway, Extension to St. Pancras). Capital to the amount of 450,000*l.* is to be raised by shares, and 150,000*l.* by loan.

22. *Metropolitan Railway (Extensions to Notting Hill and Brompton).*

The length of these extensions taken together is 2 miles 51·1 chains, and the estimate is 1,200,000*l.*, to be raised by shares, in addition to 400,000*l.* by loan.

Description of
Line.

The extension to Notting Hill, 1 mile $7\frac{1}{2}$ chains in length, commences at a Junction with the authorized Line of the Metropolitan Railway under the Junction of Spring Street and Conduit Street, and thence in open cutting or as a covered way under Westbourne Terrace, along Conduit Street, nearly parallel to the Uxbridge Road, across Craven Hill Gardens, Leinster Gardens, Porchester Terrace, Inverness Terrace, Queen's Road to the corner of Pembridge Square, thence curving round under High Street, Notting Hill to beyond Uxbridge Street, where this extension ends, and that to Brompton beings. There are gradients of 1 in 80 and 1 in 100 on this Line, but the greater portion is horizontal. No tunnels are shown on this Line. The levels of streets are not changed.

The Extension to Brompton, 1 mile 43·60 chains in length, runs nearly parallel to Silver Street and Church Lane, Kensington, passing in open cutting, covered way, or tunnel under Peel Street, Campden Street, Sheffield Terrace, Gloucester Terrace, Campden Grove, Vassall Terrace, Vicarage Street, Upper Holland Street, across the High Street at Kensington, thence partly through open ground and partly across buildings and streets, across Gloucester Road, Prince Albert Road, Cromwell Lane, (twice) Old Brompton Road, and ends at Pelham Villas, south of the south-east corner of the Exhibition Building, South Kensington. The levels of the whole of the streets, &c. passed under by this Line are not proposed to be changed. Description of Line.

There is about half a mile of an incline of 1 in 80, beginning near the commencement of the line at Notting Hill and ending under the High Street at Kensington, and about a quarter of a mile of 1 in 80 beyond it. In other parts the gradients are favourable. The sharpest curve on the line has a radius of 15 chains. The open cuttings or covered ways vary in depth from about 12 or 13 up to 60 feet.

The plans show that a short piece of new road is proposed to be made at South Kensington, in continuation in a direct line south of the Exhibition Road, from the Cromwell Road to Alfred Place West, apparently as an approach road to the station proposed to be made at the termination of this Line. New Road.

The Junction with the Metropolitan Railway at Spring Street must apparently be made in a tunnel, which will be objectionable. Observation.

It is proposed to extend the Metropolitan Railway from Paddington to Brompton, so as to form in connection with portions of the Metropolitan District Railways and the *Metropolitan Extension to Trinity Square* an inner circle of Railways, as recommended in the Report of the Select Committee of the House of Lords.

23. *Metropolitan Railway (Extension to Trinity Square, Tower Hill).*

This Railway, 72 chains in length, estimated cost 700,000*l.*, to be raised by shares, in addition to 233,000*l.* by loan, commences at a Junction with the Metropolitan Railway at Finsbury Circus, and terminates under the Blackwall Railway between America Square and the Crescent, Vine Street, Minories. It is in open cutting throughout, passing under Finsbury Circus, Liverpool Street, Bishopsgate Street, Devonshire Square, Gravel Lane, and Aldgate High Street. There are no steeper gradients than 1 in 100 on the Line, and the sharpest curve has a radius of 17 chains. No junction is formed with the Blackwall Railway, the level of the rails of the Blackwall Railway being about 38·6 feet above the level of the rails of this Extension Railway. It is apparently intended to obtain land for station purposes in the vicinity of Trinity Square.

This Line interferes with the proposed *East London, London Main Trunk Underground*, and the *Metropolitan Grand Union*, as they cross each other in open cuttings. Observation.

24. *Midland Railway (St. Pancras Branch).*

This Railway, 1 mile 0·83 chains in length, commences at a Junction with the authorized Line of the Midland Railway (Extension to London,) at Camden Mews, South, and proceeds in a southerly direction under the North London Railway, and the Midland sidings adjacent to it, the Regent's Canal, Upper Cambridge Street, and ends near Skinner's Place, Euston Road, at a Junction to be formed with a proposed Railway from the Metropolitan Railway at King's Cross. This Railway is in open cutting throughout, and for $\frac{3}{4}$ of a mile it is on a steep incline of 1 in 60, falling towards the south; the sharpest curve has a radius of 10 chains. Description of Line.

It is proposed by this Scheme and the Metropolitan (Additional Powers) to connect the Midland Railway with the Metropolitan Railway at King's Cross. Such a Junction should not, in my opinion, be sanctioned until there are four lines of Railway between King's Cross and Farringdon Street Station. Observation.

Capital to the extent of 450,000*l.* is to be raised by shares, and 150,000*l.* by loan.

25. *North London Railway (Additional Powers).*

It is not proposed to construct any new Railways under this Bill, but to widen their Railway where it passes over the Blackwall Railway. Object of Scheme.

Also to take additional lands at Bishopsgate Street, and to make a new Dock at the Terminus at Poplar near the West India Docks. The estimated cost is 50,000*l.*, to be raised by shares, in addition to 16,600*l.* by loan.

26. *North London Railway (Kingsland and Tottenham Branch).*

Three Railways are included under the above title, with a total length of 3 miles 59·25 chains. The estimated cost is 200,000*l.*, to be raised by shares, in addition to 66,000*l.* Object of Scheme.

by loan, for a double line of way. The object is to supply Railway communication between Tottenham, Clapton, and the City.

The Main Line of this Railway, 3 miles 19·60 chains in length, commences at a Junction at Kingsland, with the eastern spur of the City Branch of the North London Railway now in course of construction, and proceeds in an easterly and northerly direction over the North London, thence between Shacklewell, Stoke Newington, and Higher and Lower Clapton, under the Tottenham and Hampstead Junction Railway, and ends at Tottenham High Cross. It is partly in open cutting, and partly on embankment. The steepest inclines are of 1 in 70, and 1 in 75; there is a very sharp curve of 6 chains at the Junction with the North London Railway. Several streets are proposed to be stopped up, and other public roads are diverted, and altered as regards their levels.

Branch Railway No. 1, 24·30 chains in length, forms a short Junction Line between the Main Line of the North London Railway at Dalston and the preceding proposed Railway. The gradient is an easy one, and the sharpest curve has a radius of 10 chains.

Branch Railway No. 2, 15·35 chains in length, forms a short Junction Line between the proposed Main Line and the authorized Tottenham and Hampstead Junction Railway. This Branch has an incline of 1 in 74 chains for a short length. The sharpest curve has a radius of 16 chains.

27. *Oxford Street and City Railway.*

This Railway, 2 miles 32·30 chains in length, commences under the Junction of Oxford Street and the Edgware Road, and runs in a tunnel throughout its whole length, under and along the centre of Oxford Street and High Holborn as far as Middle Row, where it diverges slightly to the north, and then runs along the centre of Greville Street and Charles Street, and across Victoria Street to the Farringdon Street Station of the Metropolitan Railway. The estimated cost is 600,000*l.*, to be raised by shares, in addition to 200,000*l.* by loan.

The Line generally is from 17 to 27 feet below the surface of the streets; towards the end it is somewhat more. There is a steep incline of 1 in 52 from Middle Row, Holborn, eastwards, for more than half of a mile, and at the same part sharp curves of 8 chains radius are introduced. The height of the tunnel given on the plan is less than usual for Railways, it measures about 10 feet 6 inches or 11 feet. The levels of the streets are not ultimately interfered with.

It is, I understand, proposed, in consequence of the success which has attended the working of the Pneumatic Parcels Despatch Tube, to work this Line on the Pneumatic principle, but the promoters will not bind themselves to do so. It is intended to make a trial of this principle, for a tube of the dimensions required for passenger trains, at Battersea, and this experiment it is expected can be made by April or May. Without giving any opinion as to the amount of success that may be expected from this system, it appears to me that an overcrowded main thoroughfare like Oxford Street is the last place where a Line of such a kind, and proposed to be worked in an unusual manner, should be first practically carried out, as it is quite impossible to anticipate the difficulties that may be experienced in working such a tube, or to ascertain what precautions may be necessary in the event of failure in the working of the machinery, to ensure the public safety.

28. *Tottenham and Farringdon Street Railway.*

This Project proposes the construction of a new Line of Railway into the Metropolis, so as to afford a Terminal Station for the Great Eastern Cambridge traffic at Farringdon Street, between Skinner Street and Fleet Street. The estimated cost is 1,000,000*l.*, to be raised by shares, in addition to 333,000*l.* by loan.

This Railway, 5 miles 43·10 chains in length, commences at a Junction with the Cambridge Line of the Great Eastern Railway near Walthamstow, and proceeds thence over the low ground and the River Lea, and under Clapton Common, the Stamford Hill Turnpike Road, and Manor Road, thence over Lordship Road, through Newington Park, under the New River and Church Street, St. Mary, Stoke Newington, thence along and under the New River for some distance (but the manner in which it is to be dealt with is not shown on the Plans), under Green Lane Road over the North London Railway, and then again under and along the New River, throughout a great part of its course, under the Canonbury Road, and along and under Lower Street in a covered way, thence over the tunnel of the Regent's Canal, under the City Road, Goswell Road, to Clerkenwell Green, east of the Sessions House, under Red Lion Street, and Turnmill Street, proposed to be raised 11½ feet. For a short distance it runs parallel to the Metropolitan Railway and about

15½ feet above it, on the east side, and thence nearly parallel to the Victoria and Farringdon Streets, to a Junction with the authorized Metropolitan Extension Line of the London, Chatham, and Dover Railway at Ludgate Hill. The continuation of the Cow Cross Street is proposed to be stopped up; West Street when raised 8½ feet, as proposed by the Corporation of London, is to be passed under; Snow Hill is to be stopped up, and Skinner Street after being raised 12 feet, as proposed by the Corporation of London, is to be passed under.

Description of
Line.

The levels of several streets are proposed to be altered, and several are to be stopped up, and a considerable extent of ground, mostly built upon, between Clerkenwell Green and Ludgate Hill, and bounded on the west side by Victoria and Farringdon Streets, and on the east partly by Turnmill Street, Sharp's Alley, St. John's Court, Snow Hill, Seacoal Lane, is included within the limits of deviation shown upon the Plans, evidently intended for Station purposes.

The worst incline on the Line is 1 in 40 for a short length, rising to the Junction with the London, Chatham, and Dover Railway at Ludgate Hill; but there are one or two short lengths of 1 in 80, and some distance with inclines of 1 in 90 and 1 in 100.

The sharpest curves on the line have a radius of 10 chains.

Observation.

This Scheme must be considered in connexion with *Railways Nos. 1 and 2 of the Great Eastern Metropolitan Station and Railways*, the *Tottenham and Hampstead Junction Extension to Charing Cross*, the *East London*, and the *London Main Trunk Underground Railways*.

29. Tottenham and Hampstead Junction Railway (Extension to Charing Cross).

This Scheme, which consists of ten separate Railways with a total length of 6 miles 77·45 chains, and is estimated to cost 2,000,000*l.*, to be raised by shares, in addition to 666,000*l.* by loan, proposes to connect the Charing Cross Railway with the London and North-western, Midland (Extension to London), the Tottenham and Hampstead Junction, and thence also the Great Northern and Great Eastern Cambridge Lines, and also with the Metropolitan Railway, and to provide a West End Terminus for the Great Eastern Cambridge Line.

Object of
Scheme.

Railway No. 1, 2 miles 57½ chains in length, commences at a Junction near the Holloway Road with the authorized Line of the Tottenham and Hampstead Railway, and runs southwards, nearly parallel to and on the east of the Junction and Kentish Town Road to the Junction with the Hampstead Road, passing under the authorized Midland Railway (Extension to London), under the North London Railway at Camden Terrace, over the Regent's Canal, under the Camden Road, and from thence, parallel to but on the east side of the High Street, Eversholt Street, across Oakley Square and Upper Seymour Street, in open cutting, crossing under Clarendon Square and thence on the west side and nearly parallel to Chalton Street, to a termination at the edge of the Euston Road. There are two short inclines of 1 in 60, and a considerable length of 1 in 100 on the Railway, and a short tunnel of 243 yards in length, south of Miller Lane. The sharpest curve has a radius of 20 chains. A number of streets in the vicinity of Chalton Street are proposed to be stopped up, and ground is apparently to be taken for station purposes north of Euston Road.

Description
Line.

Railway No. 2, 1 mile 46·5 chains in length, commences where Railway No. 1 ends, and passes over the Metropolitan Railway and under the Euston Road to be raised one foot, and thence in open cutting nearly parallel to but east of Upper Woburn Place, Tavistock Square, Woburn Place, between Russell Square and Queen's Square, close to Southampton Row, under High Holborn, a little to the east of Little Queen Street, under Great Queen Street, west of Lincoln's Inn Fields, across Drury Lane, Catherine Street, The Strand, at the corner of Wellington Street, and thence westwards on an embankment nearly parallel to the Strand, across Savoy Street (to be stopped up) south of Adelphi Terrace, under Villiers Street, and ends at the Charing Cross Station of the Charing Cross Railway.

With the exception of a short length of incline of 1 in 70 in rising from under Wellington Street, Strand, to the level of the Charing Cross Railway, the steepest gradient is 1 in 100. The sharpest curve has a radius of 16 chains.

The limits of deviation are wide between Wellington Street and the end of this Railway, for the purpose of obtaining land for forming a station at right angles to the Charing Cross Station.

Railway No. 3 and 4, respectively 17·60 and 27·85 chains in length are short Junction Lines for connecting Railway No. 1 with the Midland Railway (Extension to London)

Description of Line. near the Kentish Town Railway. The steepest gradient which occurs on No. 4 is 1 in 103. The sharpest curve which is on the same Railway has a radius of 10 chains. Railway No. 5, $33\frac{1}{2}$ chains in length, is another Junction with the Midland Railway in the same locality (Parish of St. Pancras), but west of Railway No. 1. It is constructed throughout on an incline of 1 in 80, in open cutting or on the surface, and it commences at Gaisford Street, Kentish Town Road, and ends at a Junction with the Midland Railway at Corker's Lane. The sharpest curve has a radius of 20 chains.

Railway No. 6, 30 chains in length, is a short Junction Line between the Great Eastern Railway (Cambridge Line) and the authorized Tottenham and Hampstead Junction Railway, north of Stamford Hill, crossing over the River Lea. It is on a low embankment throughout its whole length. The sharpest curve has a radius of 20 chains, and the gradient is a favourable one of 1 in 184.

Railway No. 7, $27\frac{1}{2}$ chains in length, is a short Line connecting Railway No. 1 near Clarendon Square with the London and North-western Railway, under the Hampstead Road; it passes through Amptill Square. It is constructed throughout in open cutting. The gradient is 1 in 113, and the sharpest curve 15 chains radius.

Railway No. 8, $31\frac{1}{2}$ chains in length, commences at a Junction with Railway No. 1 between Charlotte Street and Drummond Crescent, and ends alongside of the Metropolitan Railway, Gower Street Station, passing through and making use of a portion of Euston Square and the houses between Crescent Street and the Euston Road. It is proposed to be laid on the same level at its termination as the Metropolitan Railway, but no Junction is formed. It is shown throughout as an open cutting, the gradient through Euston Square being 1 in 135.2. The Junction with Railway No. 1 is on a curve of 10 chains radius.

Railway No. 9, $31\frac{1}{2}$ chains in length, is a similar Line on the south side of the Euston Road, which commences at a Junction with Railway No. 2, and ends alongside and on the same level as the Metropolitan Railway, Gower Street Station, opposite to Railway No. 8. It is in open cutting throughout, and passes through the southern half of Euston Square. The gradients are easy, and the sharpest curve has a radius of 13 chains.

Railway No. 10, 14 chains in length, is a short Junction Line that connects Railway No. 2 with the Charing Cross Railway, the Junction being made a little south of the south end of the fan of the bridge. It is constructed on a level, but the curve is a very sharp one of 7 chains radius.

New Street. In connexion with these proposed Railways the plans show a proposed new road between Wellington Street and the Thames Embankment at Charing Cross Bridge, and another short piece of road to connect the proposed road with that authorized from Whitehall.

Observation. The Junction with the London and North-western at the Hampstead Road and with the Charing Cross Railway at the south end of the fan are objectionable if the Passenger Platforms at Euston and Charing Cross Stations are to be made use of, and the propriety of sanctioning the construction of a Terminal Station at Charing Cross at right angles to the Charing Cross Railway, possibly for the use of the London and North-western, Midland, Great Northern, and Great Eastern Railways may be questioned. Terminal Stations of different Railway Companies at the same spot at right angles to each other are usually found objectionable and inconvenient.

30. *Victoria Station and Thames Embankment Railway.*

This Scheme is made up of two separate Railways with a total length of 2 miles 16.0 chains. The estimated cost is stated to be 300,000*l.*, to be raised by shares, in addition to 99,000*l.* by loan.

Description of Line. Railway No. 1, 1 mile in length, level throughout, commences under Wilton Road, opposite to the Victoria Station, and runs along and under Victoria Street, Broad Sanctuary, Parliament Square, St. Margaret's Street, Bridge Street, and ends under the authorized Thames Embankment opposite the north end of the intended Steam Boat Pier at Westminster Bridge. It is in tunnel throughout its whole length, the level of the rails being about 15 or 16 feet below the surface of the streets. The tunnel is proposed to be only $10\frac{1}{2}$ feet in height, and there are curves of short length of 4 and 6 chains radius.

Railway No. 2, 1 mile 16 chains in length, commences where Railway No. 1 ends, and runs throughout in a tunnel $10\frac{1}{2}$ feet high under the authorized Thames Embankment as far as the Bridewell Wharf, Blackfriars Bridge, where it ends. The Line passes through and under the third space of the Charing Cross Railway Bridge, and the first space of the Waterloo Bridge, and it is on a level throughout, except where it is lowered

6 feet opposite Whitefriars Dock and the City Gasworks, by inclines of 1 in 50 of short length, falling and rising. The sharpest curve has a radius of 10 chains.

These Railways Nos. 1 and 2 are not connected with any other Line, and I understand it is proposed to work them on the pneumatic principle.

The interposition of a Line of Railway of these dimensions and worked in an unusual manner between other Lines of Railway worked by locomotives would be, in my opinion, most objectionable, and this would be the case even if the principle of working it successfully as a pneumatic tube had been proved to be completely successful, which however has not yet been done for a tube of the size that would be required for passenger traffic. Observation.

It is, to a certain extent, a competing Scheme with the *Metropolitan District Railways* Nos. 32 and 33, the *Metropolitan Grand Union Railway No. 1*, and the *Charing Cross Western Railway*.

31. *Walthamstow, Clapton, and City Railway.*

Two Railways are included in this Scheme, which proposes to supply Railway communication to a suburban district. Total length 5 miles 46·70 chains, estimated cost 200,000*l.*, to be raised by shares, in addition to 66,000*l.* by loan. Object of Scheme.

Railway No. 1, 3 miles 56 chains in length, commences at a Junction with the City Branch of the North London Railway, and proceeds in a north-easterly direction between Upper and Lower Clapton, partly in open cutting and partly on embankment, passing under the North London Railway and several turnpike and other roads, and over the River Lea, East London Waterworks, and the Great Eastern Railway (Cambridge Line) raising one turnpike road 12 feet, and ends at Church End, Walthamstow. There are steep gradients of 1 in 64, 1 in 80, and 1 in 92·3. The sharpest curve has a radius of 20 chains. Description of Line.

Railway No. 2, 1 mile 70·70 chains in length, commences where Railway No. 1 ends, and proceeds with rising and falling gradients of 1 in 100 as far as Oak Hill, near Woodford. The sharpest curve has a radius of 20 chains.

This is a competing Scheme to a portion of the *North London (Kingsland and Tottenham Branch)* and also to *Railway No. 8 of the Great Eastern Metropolitan Station and Railways*. Observation.

24. In the examination of the various deposited plans, and in attempting to compare one Line with another, running nearly in the same direction or intersecting it, I have been much impeded by the want of an uniform datum plane. This might be avoided in future as regards all plans for the Metropolitan Railway District, and indeed generally, if the Standing Orders required that a common datum plane should be used for all longitudinal sections on deposited plans, and no better or more convenient one could certainly be found than the Ordnance datum. There are an enormous number of bench marks throughout Great Britain, whose altitudes are known and published, above this datum plane. I believe this alteration would prove to be generally advantageous, and calculated to save much time and labour.

25. Again, the Standing Orders of the Houses of Parliament only require the estimates to be given for the whole of the Works included in any Bill to be stated; hence, no comparisons between the projects of different Companies for Railways over the same ground as regards the cost, can be made, as it is impossible to obtain that cost from the Bills. It is true that I have seen the greater proportion of the engineers of these Metropolitan Railway Schemes, have heard their views of their projects, and have asked them to supply me with the estimate for each separate Railway, and the number of Lines for which it has been prepared. Some have afforded me this information, others have not, and I am not, therefore, enabled to make the comparison I have referred to.

It appears desirable that, in future, the estimate for each specific Railway should be separately and distinctly stated in the Bill, and thus the relative cost of competing Schemes, one of the elements on which a decision on their merits must rest, would be readily seen.

An alteration in the Standing Order would be necessary to ensure this being done; and that alteration might allow longer time for the preparation of the estimate before it was required to be given in to the Private Bill Office.

26. I add to this Report, for convenience of reference, a Recapitulation of the various Schemes, the Length of Lines proposed to be made, and the Amount of Capital intended to be raised.

27. RECAPITULATION of the RAILWAY SCHEMES relating to the METROPOLITAN RAILWAY DISTRICT on which the deposit has been paid.

No. of Railway.		Name of Railway.	No. of Lines.	Total Length.			Capital.	Proposed to be borrowed on loans.	Remarks.
In Descriptive Account.	In Stan-ford's Map.								
				M.	C.	Lks.	£	£	
1		Charing Cross (additional Lands).	—	—	—	—	90,000	30,000	
2	45	Charing Cross Northern -	3	3	28	90	2,000,000	650,000	
3	46	Charing Cross Western -	3	6	4	59	2,600,000	850,000	
4	74	East London -	13	7	65	48	2,015,000	670,000	
5	93	Great Eastern (Junctions) -	2	0	20	15	—	—	7 other branches in other parts of the country.
6	94	Great Eastern Metropolitan Station and Railways.	11	15	40	20	1,363,000	454,330	
7	100	Great Northern and Victoria Station.	1	8	63	0	200,000	66,000	
8	97	Great Northern Railway, No. 1.	1	0	9	95	—	—	A suburban line in addition.
9	109	Hampstead, Midland, North-western, and Charing Cross.	5	4	70	66	990,000	330,000	
10	138	London and Blackwall Extensions.	4	3	24	15	250,000	80,000	
11	140	London and North-western (Additional Powers).	2	1	29	75	—	—	Several other lines in the country.
12	141	London and South-western (Additional Works).	1	0	71	80	40,000	13,000	
13	146	London, Brighton, and South Coast (Additional Powers).	2	0	58	75	—	—	Other lines in the country districts.
14	148	London, Brighton, and South Coast (New Lines at Battersea).	3	4	56	97	430,000	143,000	
15	151	London, Chatham, and Dover (New Lines), and Widening.	3 dvns. 1	25	70	—	—	—	Three other lines beyond limits.
			11	4	42	64	320,000	73,000	
16	154	London Main Trunk, underground.	1 widening. 1	10	0	—	—	—	
			7	6	57	60	1,500,000	500,000	
17	155	London Union Railways -	5	13	27	41	2,000,000	660,000	
18	170	Metropolitan and St. John's Wood.	1	2	29	80	300,000	99,000	
19	171	Metropolitan District Railways	36	36	73	90	6,000,000	4,000,000	
20	172	Metropolitan Grand Union -	15	15	75	34	4,000,000	1,330,000	
21	167	Metropolitan (Additional Powers).	1 widening. 0	25	50	—	—	—	
			3	0	27	10	450,000	150,000	
22	168	Metropolitan Extension to Trinity Square.	1	0	72	0	700,000	233,000	
23	169	Metropolitan Extension to Notting Hill and Brompton.	2	2	51	10	1,200,000	400,000	
24	176	Midland, St. Pancras Branch	1	1	0	83	150,000	50,000	
25	199	North London, (Additional Powers).	—	—	—	—	50,000	16,600	
26	200	North London, Kingsland, and Tottenham Line.	3	3	59	25	200,000	66,000	
27	205	Oxford Street and City -	1	2	32	30	600,000	200,000	
28	264	Tottenham and Farringdon St.	1	5	43	10	1,000,000	333,000	
29	266	Tottenham and Hampstead Junction, Extension to Charing Cross.	10	6	77	45	2,000,000	666,000	
30	270	Victoria Station and Thames Embankment.	2	2	16	0	300,000	99,000	
31	272	Walhamstow, Clapton, and City.	2	5	46	70	200,000	66,000	
		Total - -					32,948,000	10,233,930	

I have the honour to be,

Sir,

Your most obedient servant,

W. YOLLAND.

METROPOLITAN RAILWAYS.

RETURN to an Order of the Honourable The House of Commons
dated 7 April 1864;—for,

RETURN “of Amount of PASSENGER RECEIPTS, and of the TOTAL RECEIPTS of the
RAILWAYS having Stations in the METROPOLIS, and of the DUTY Paid under the
Act 26 and 27 Vict.-c. 33, for the last Six Months of the Year 1863.”

NAME of RAILWAY COMPANY.	Amount of Passenger Receipts.			Amount of Total Receipts.			Amount of Duty Paid.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Great Eastern - - -	397,608	16	—	799,958	3	6	13,687	9	8
Great Northern - - -	335,062	17	1	848,409	12	6	12,291	5	1
Great Western - - -	747,655	6	6	1,659,743	—	7	28,296	8	3
London and Blackwall - -	45,629	5	6	55,604	5	4*	1,761	8	8
London and North Western -	1,111,317	3	9	2,686,394	12	3	40,310	12	2
London and South Western -	436,886	1	1	717,989	16	5†	17,917	5	8
London, Brighton, and South Coast.	389,749	2	1	537,160	7	11	13,980	12	3
London, Chatham, and Dover -	120,589	—	—	157,877	—	—	3,995	—	—
London, Tilbury, and Southend	30,424	4	8	36,094	1	4	586	6	8
Metropolitan - - - -	49,178	8	7	49,178	8	7	1,856	18	2
North London - - - -	52,761	—	—	90,682	—	—	1,544	—	—
South Eastern - - - -	402,524	13	7	652,847	13	2	13,878	16	2

* Total Receipts of Railway, Wharf, and Interest, 66,182 *l.* 1 *s.* 6 *d.*

† Including proportion paid to other companies, viz., 52,925 *l.* 16 *s.*

Board of Trade, Whitehall, }
21 June 1864.

JAMES BOOTH.

METROPOLITAN RAILWAYS.

RETURN of Amount of PASSENGER RECEIPTS
and of the TOTAL RECEIPTS of the RAILWAYS
having Stations in the METROPOLIS, and of the
DUTY paid under the Act 26 & 27 Vict. c. 33,
for the last Six Months of the Year 1863.

(*Mr. Ayrton.*)

Ordered, by The House of Commons, to be Printed,
23 June 1864.

RAILWAY TRAINS (REDHILL).

FURTHER RETURN to an Order of the Honourable The House of Commons,
dated 24 July 1863;—*for*,

RETURNS, “ in Tabular Form, of the Number and Description of TRAINS of all Kinds (Ordinary, Special, Goods, or otherwise), in consecutive order, which entered the Station at *Redhill* from the direction of *London* between the Hours of Midnight of the 21st and Midnight of the 22d day of July 1863, specifying the Time at which such Train was Due, and the Time at which it did Arrive and subsequently Left the Station, as follows :—

Description of Train.	Due at Redhill.	Arrived at Redhill.	Left Redhill.

“ And, in similar Terms, of the TRAINS which Entered the *Redhill* Station from all Parts in the direction towards *London* during the same Time.”

(*Sir John Shelley.*)

Ordered, by The House of Commons, to be Printed,
15 February 1864.

RETURN of all TRAINS belonging to the LONDON, BRIGHTON, and SOUTH COAST RAILWAY COMPANY (Ordinary, Goods, Special, and otherwise), Arriving at or Passing *Redhill*, from all Parts, in the direction towards *London*, between the Hours of Midnight of the 21st and Midnight of the 22d July 1863.

Description of Train.	Due at Redhill.	Arrival at Redhill.	Departure from Redhill.	U P.
	H. M.	H. M.	H. M.	
Goods - - - -	2 14 a.m.	2 13 a.m.	2 18 a.m.	
Engine - - - -	- -	4 7 „	4 7 „	
Goods - - - -	4 47 „	5 47 „	6 10 „	
Passenger - - -	7 35 „	7 37 „	7 41 „	
Ditto - - - -	8 3 „	8 5 „	8 6 „	
Ditto - - - -	8 38 „	8 40 „	8 43 „	
Ditto, Special - -	- -	9 3 „	9 9 „	
Ditto - - - -	9 5 „	9 10 „	9 16 „	
Ditto - - - -	9 26 „	9 25 „	9 25 „	
Ditto - - - -	9 42 „	9 47 „	9 52 „	
Ditto - - - -	10 26 „	10 28 „	10 28 „	
Ditto - - - -	10 37 „	10 49 „	10 49 „	
Ditto - - - -	11 46 „	11 55 „	11 55 „	
Ditto - - - -	12 47 p.m.	1 5 p.m.	1 11 p.m.	
Ditto - - - -	12 35 „	2 40 „	2 44 „	
Ditto, Special - -	- -	3 16 „	3 16 „	
Ditto - - - -	3 25 „	3 27 „	3 29 „	
Ditto - - - -	4 35 „	4 38 „	4 39 „	
Goods - - - -	4 40 „	5 25 „	5 31 „	
Passenger - - -	5 44 „	5 40 „	5 45 „	
Ditto - - - -	5 56 „	5 54 „	5 54 „	
Ditto - - - -	6 53 „	6 57 „	7 2 „	
Ditto - - - -	7 22 „	7 32 „	7 38 „	
Ditto - - - -	8 53 „	9 5 „	9 9 „	
Engine - - - -	- -	9 25 „	9 25 „	
Passenger, Special -	- -	10 1 „	10 6 „	
Goods - - - -	9 25 „	10 22 „	10 22 „	
Ditto - - - -	10 53 „	11 23 „	11 23 „	
				TOTAL, 28 Trains.

RAILWAY TRAINS (REDHILL).

RETURNS of all TRAINS belonging to the LONDON,
BRIGHTON, and SOUTH COAST RAILWAY COMPANY
(Ordinary, Special Goods, and otherwise), Arriving
at or Passing *Redhill* to all Parts from the direction
of *London*, between the Hours of Midnight of 21st
and Midnight of 22d July 1863; and, of all TRAINS
belonging to the same Company Arriving at or
Passing *Redhill* from all Parts in the direction of
London during the same Time.

(*Sir John Shelley.*)

*Ordered, by The House of Commons, to be Printed,
15 February 1864.*

RAILWAYS.

Return to an Order of the Honourable The House of Commons,
dated 23 June 1864;—for,

RETURN “of the Number and Mileage of PASSENGER RAILWAYS Open for Traffic on the 30th day of April 1864, in *England* and *Wales*, distinguishing the Number and Mileage of those Railways on which Passenger Trains run on Sundays, from the Number and Mileage of those Railways on which Passenger Trains do not run on Sundays:”

“Similar RETURN for *Ireland*:”

“RETURN, in a Tabular Form, of the Names, Mileage, and Capital of the RAILWAY COMPANIES in *England* and *Wales* who do not run Passenger Trains on Sundays; with the Dates of their Incorporation, the Dates when their Railways were Opened for Traffic; and, if they ever ran Sunday Passenger Trains, the Dates when they discontinued such Trains:”

“And, similar RETURN for *Ireland*.”

RETURN of the Number and Mileage of PASSENGER RAILWAYS Open for Traffic on the 30th day of April 1864, in *England* and *Wales*, distinguishing the Number and Mileage of those Railways on which Passenger Trains run on Sundays, from the Number and Mileage of those on which Passenger Trains do not run on Sundays; and, similar RETURN for *Ireland*.

	Number.	Mileage.
ENGLAND AND WALES:		
Railways on which passenger trains run on Sundays - - - -	145	7,760
Railways on which passenger trains do not run on Sundays - - -	23	807*
IRELAND:		
Railways on which passenger trains run on Sundays - - - -	32	1,453
Railways on which passenger trains do not run on Sundays - - -	3	293†

* Including 550 miles of branches or portions of railways.

† Including 230 miles of branches or portions of railways.

RETURN of the Names, Mileage, and Capital of the RAILWAY COMPANIES, in *England* and *Wales*, who do not run Passenger Trains on Sundays; with the Dates of their Incorporation, the Dates when their Railways were Opened for Traffic; and, if they ever ran Sunday Passenger Trains, the Dates when they discontinued such Trains.

Railway Companies who work their own Lines :

Name of Railway Company.	Mileage.	Authorised (Share and Loan) Capital.	Date of Incorporation.	Date of Opening.	
Denbigh, Ruthin, and Corwen	7	£. 200,000	1860	- 1862	- Sunday trains run from 22 June 1862 to end of October 1862.*
Hereford, Hay, and Brecon -	14	473,000	1859	- 1863	- Have never run Sunday passenger trains.
Llanelly - - - -	36	1,040,880	1828	- 1842	- Sunday trains run from 3 July 1859 to 23 October 1859.
Llynvi Valley - - -	21	319,900	1846	- 1864	- Never ran Sunday passenger trains.
Pembroke and Tenby - -	10	106,600	1859	- 1863	- Have never run Sunday passenger trains.
Vale of Clwyd - - -	10	143,300	1856	- 1858	- Sunday trains run from 22 June 1862 to end of October 1862.*

* " An experiment, and found not acceptable to the Public."

Railway Companies whose Lines are worked by other Companies :

Name of Railway Company.	Mileage.	Authorised Share and Loan Capital.	Date of Incorporation.	Date of Opening.	By whom Worked.	
Calne - - - -	5	£. 46,600	1860	- 1863	- Great Western -	- Have never run any trains on Sundays.
East Somerset - -	14	173,300	1856	- 1858	- - ditto - -	- - ditto - - ditto.
Knighton - - -	12	141,300	1858	- 1861	- London and North Western.	- Sunday trains discontinued in April 1864.
Marlborough - -	5	60,000	1861	- 1864	- Great Western -	- Have never run Sunday passenger trains.
Merthyr, Tredegar, and Abergavenny.	14	292,900	1859	- 1862	- London and North Western.	- Sunday trains run from 1 June 1863 to 28 September 1863.
Nantwich and Market Drayton.	11	80,000	1861	- 1863	- Great Western -	- Have never run passenger trains on Sundays.
Norwich and Spalding.	16	226,000	1853	- 1862	- Great Northern -	- - ditto - - ditto.
Oswestry, Ellesmere, and Whitchurch.	11	280,000	1861	- 1863	- Oswestry and Newtown.	- - ditto - - ditto.
Ramsey - - - -	6	40,000	1861	- 1863	- Great Northern -	- - ditto - - ditto.
St. George's Harbour	3	90,500	1853	- 1858	- London and North Western.	- - ditto - - ditto.
Tenbury - - - -	5	40,000	1859	- 1861	- Great Western and London and North Western.	- - ditto - - ditto.
Tendring Hundred -	3	166,300	1859	- 1863	- Great Eastern -	- - ditto - - ditto.
Vale of Towy - -	11	78,000	1854	- 1858	- Llanelly - - -	- Sunday trains run from 3 July 1859 to 23 October 1859.
Wansbeck - - -	12	173,000	1859	- 1862	- North British -	- Sunday trains run from 1 August 1862 to 31 October 1862.
Watford and Rickmansworth.	4	93,000	1860	- 1862	- London and North Western.	- Have never run Sunday trains.
Witney - - - -	8	66,000	1859	- 1861	- Great Western -	- No trains have ever been run on Sundays.
Private Railway: Edenham and Little Bytham.	4 miles	—				

Branches and Portions of Railways on which Passenger Trains do not run on Sundays.

Railway Company.	Branch or Portion of Railway.	Length.	Railway Company.	Branch or Portion of Railway.	Length.
ENGLAND AND WALES:			ENGLAND AND WALES--continued.		
		Miles.			Miles.
Aberystwith and Welsh Coast.	Lwyngwrl to Aberdovey -	10	North Eastern -	Thornley to Murton Junction.	7
Birkenhead -	Hooton to Helsby -	9	Ditto -	Stockton to Melmerby Junction.	28
Carmarthen and Cardigan.	Carmarthen to Pencader -	14	Ditto -	Northallerton to Leyburn -	18
Furness -	Piel Branch -	3	Ditto -	Pictou to Castleton -	19
Great Eastern -	Bentley to Hadleigh -	7	Ditto -	Harrogate and Pateley Branch.	14
Ditto -	Waveney Valley Line -	19	Ditto -	Pilmoor to Boroughbridge	7
Great Northern -	Gainsborough to Saxilby -	10	Ditto -	Pilmoor Junction to Malton and Driffield.	44
Great Western -	Devizes Branch -	8	Ditto -	York to Harrogate -	15
London and North Western.	Rugby to Luffenham -	35	Ditto -	Church Fenton and Harrogate.	18
Ditto - ditto -	Northampton to Market Harboro'.	18	Ditto -	Leeds and Milford Junction.	14
Ditto - ditto -	Lowgill to Clapham -	19	Ditto -	York and Market Weighton	23
Ditto - ditto -	Coalport Branch -	8	Ditto -	Selby and Market Weighton.	17
Midland -	Ingleson to Clapham -	4	Oswestry and Newtown	Llanfyllin Branch -	9
Ditto -	Dursley Branch -	3	Ditto -	Kerry Branch -	3
Ditto -	Ripley Branch -	7	Shrewsbury and Welshpool.	Minsterley Branch -	5
Ditto -	Southwell Branch -	2	South Eastern -	Caterham Branch -	5
North Eastern -	Carrhouse to Beechburn -	18	South Yorkshire -	Doncaster to Keadby -	21
Ditto -	Barnard Castle to Bishop's Auckland.	11	West Hartlepool -	Stockton to Coxhoe -	16
Ditto -	Tebay to Barnard Castle -	35			
Ditto -	Penrith to Kirkby Stephen	23			
Ditto -	Middlesboro' to Guisboro'	11			
Ditto -	Durham to Consett -	12			

RETURN of the Names, Mileage, and Capital of the RAILWAY COMPANIES, in *Ireland*, who do not run Passenger Trains on Sundays; with the Dates of their Incorporation, the Dates when their Railways were Opened for Traffic; and, if they ever ran Sunday Passenger Trains, the Dates when they Discontinued such Trains.

Railway Companies who work their own Lines - - - - Nil.

Railway Companies whose Lines are worked by other Companies.

Name of Railway Company.	Mileage.	Authorised Share and Loan Capital.	Date of Incorporation.	Date of Opening.	By whom Worked.	
		£.				
Finn Valley -	13	80,000	1860 -	1863 -	Irish North Western	Have never run any train on Sunday.
Limerick and Ennis -	24	225,000	1853 -	1859 -	Waterford and Limerick.	Sunday passenger trains run from 17 January 1859 to 31 October 1862.
Limerick and Foynes -	26	218,300	1853 -	1856 -	- ditto -	Sunday passenger trains run from July 1856 to 1 November 1862.

Branches and Portions of Railways on which Passenger Trains do not run on Sundays.

Name of Railway Company.	Branch or Portion of Railway.	Length.
Great Northern and Western -	Castlebar to Castlereagh -	37 miles.
Great Southern and Western -	Portadown Junction to Parsonstown -	22 "
Ditto -	Roscrea to Birdhill -	31 "
Irish North Western -	Dundalk to Enniskillen (including Cootehill and Cavan Branches) -	85 "
Ditto -	Enniskillen to Omagh -	27 "
Ulster -	Omagh to Dungannon -	28 "

Board of Trade, 25 July 1864.

James Booth.

RAILWAYS.

RETURN of the Number and Mileage of PASSENGER RAILWAYS open for Traffic on 30 April 1864, in *England* and *Wales*, distinguishing the Number and Mileage of those Railways on which Passenger Trains run on Sundays, from the Number and Mileage of those Railways on which Passenger Trains do not run on Sundays; and, similar RETURN for *Ireland*; also, a RETURN of the Names, Mileage, and Capital of the RAILWAY COMPANIES in *England* and *Wales* who do not run Passenger Trains on Sundays, &c.; and similar RETURN for *Ireland*.

(*Sir Colman O'Loghlen.*)

Ordered by The House of Commons, to be Printed,

26 July 1864.

534.

Under 1 oz.



